

# THE Hongkong Weekly Press

## AND China Overland Trade Report.

VOL. XLVIII.]

HONGKONG, SATURDAY, 6TH AUGUST, 1898.

No. 6.

### CONTENTS.

Epitome of the Week, &c. ....	113
Leading Articles:—	
Lord Salisbury and the Support of British Enter- prise in China .....	114
China's Assurances .....	114
A Newspaper Interview with Mr. Wenyon .....	114
The Hongkong and Shanghai Bank and a Gold Standard .....	115
The Pokfulam Reservoir .....	116
Hongkong Legislative Council .....	116
Spanish-American War .....	118
Attempted Russian Domination at Peking .....	120
The Kwangsi Rebellion .....	120
The Chinese Wife Murderer .....	121
The Cosmopolit Ashore .....	121
The Assessment .....	121
The U. S. Vice-Consular Appointment at Canton .....	121
Hongkong and Shanghai Banking Corporation .....	121
Hongkong and Shanghai Bank Dividends .....	122
Hongkong, Canton, and Macao Steamboat Co., Limited .....	122
Raub .....	122
Polo .....	123
Water Polo League .....	123
Macao and the West River Trade .....	123
Correspondence .....	123
The Railway From Peking to Hankow .....	123
The Anti-Missionary Trouble in Szechuan .....	126
Anti-Foreign Outrage in Hunan .....	126
Japanese Emigrants at Thursday Island .....	126
Inauguration of Raw Silk Business at Kobe .....	126
The German Consul in Seoul and the Minister for Foreign Affairs .....	126
France and Siam .....	126
Trouble on the J. V. Troop .....	127
Hongkong and Port News .....	127
Commercial .....	128
Shipping .....	131

### MARRIAGE.

On the 4th August, at St. John's Cathedral, Hong-  
kong, by the Rev. B. F. Cobbold, M.A., JOHN  
MITFORD ATKINSON, M.B. (Lond.), son of Rev.  
S. ATKINSON, of Portland, to OLARA, eldest daugh-  
ter of JAMES EASTMOND, Puddington, Devon.

### DEATHS.

At the General Hospital, Yokohama, on the 23rd  
July, JOHN ELLIS POOLE, Commander Nippon  
Yusen Kaisha. Aged 42 years.

At 21, Whangpoo Road, Shanghai, on the 25th  
July, 1898, Mr SAMUEL DYER, aged 65 years.

At the Shanghai General Hospital, on the 28th  
July, 1898, after a long and painful illness, ART.  
DO ROZARIO; aged 43 years.

At Kobe, DON JOSE HILARIO DE OJINAGA, of the  
Philippine Islands, aged 48 years.

### ARRIVALS OF MAILS.

The French mail of the 1st July arrived, per  
M. M. steamer *Salazie*, on the 2nd August  
(32 days); the Canadian mail of the 11th July  
arrived, per C. P. steamer *Empress of China*,  
on the 2nd August (22 days); the American  
mail of the 7th July arrived, per O. & O.  
steamer *Coptic*, on the 4th August (28 days);  
and the English mail of the 8th July arrived,  
per P. & O. steamer *Chusan*, on the 5th August  
(28 days).

### EPITOME OF THE WEEK.

We understand that it has been decided to  
submit the questions arising out of the collision  
between the French cruiser *Jean Bart* and the  
Hawaiian ship *Helen Brewer* at Woosung some  
days ago, to Sir Nicholas Hannen, Chief Jus-  
tice of H.B.M.'s Supreme Court, for arbitra-  
tion.—*China Gazette*.

Japan has waived her claim to separate con-  
cessions in the new ports opened voluntarily by  
China.—*N. C. Daily News*.

It is a significant fact that the Imperial  
Maritime Customs are about to re-establish the  
lights at Weihaiwei.—*N. C. Daily News*.

Mr. H. E. Fulford is transferred to Peking  
as Chinese Secretary of the British Legation,  
and will be succeeded at Shanghai by Mr. W.  
P. Ker from Soochow.

At a meeting of the ratepayers of the French  
Concession, Shanghai, held on the 29th July,  
the proposal to establish wharfage dues was  
carried by fifty-four votes to twenty.

It is reported in Peking despatches to the  
Japanese papers that an arrangement has been  
made by means of which Mr. Detring has been  
granted the sole privilege of working the mines  
in the province of Chihli.

In a report on the progress of the various  
railway enterprises with which he is connected  
Sheng Taotai says that a contract for the  
Hankow-Canton line had almost been concluded  
with an American Syndicate when negotiations  
were interrupted by the Hispano-American  
war, but they are shortly to be resumed.

The *N. C. Daily News* of the 25th July  
says:—It is reported from Peking that M.  
Pavloff, the Russian *Chargé d'Affaires*, has sent  
in to the Tsungli Yamén another very strongly  
worded protest against the Imperial Railways  
of North China being allowed to carry out their  
contract with the Hongkong and Shanghai  
Bank.

From Tientsin the *Shanghai Daily Press*  
learns that Mr. Pritchard Morgan has received  
the cold shoulder from Li Hung-chang, who is  
showing himself very anti-British at present.  
They say that old Li has got himself so much  
into the power of the Russians that he dares  
not go contrary to their wishes for fear of  
being denounced.

Women in China, at least around us in  
Shanghai, are becoming almost as up-to-date as  
their sisters in the West. A fair Celestial  
cyclist is no uncommon spectacle in our streets,  
and now we have a new weekly publication  
entitled *The Feminine Magazine* the first  
number of which has just been issued, and the  
entire staff of which consists of Chinese ladies.  
—*China Gazette*.

A Reuter's telegram informs us that Mr.  
Curzon (under Secretary for Foreign Affairs)  
speaking in the House of Commons said  
that Great Britain regards the assurances of  
China respecting the Yangtze valley as a  
definite and binding undertaking, that the Pek-  
ing-Hankow railway had been granted to a  
Belgian Syndicate, but that China had assured  
Sir Claude MacDonald that Russia had no in-  
terest in the line.

General Merritt arrived at Manila on the  
25th July in the *Newport*, which had steamed  
ahead of the other vessels of the third expedi-  
tion. Up to date of last advices the remainder  
of the expedition had not arrived, but was  
momentarily expected, and it was anticipated  
that no time would be lost after the landing of  
the troops in commencing operations for the  
attack on the city, should attack be necessary,  
but the general impression was that Governor-  
General Augustin would surrender on demand.

A recent visitor to the new German station  
at Kiaochow Bay is delighted with it as a future  
watering-place, a commercial port, and a naval  
station. The coal found in the vicinity has  
been tried and found equal to Cardiff, and  
no one, he learns, is more delighted with this  
German acquisition than Prince Henry of  
Prussia.—*N. C. Daily News*.

Marquis Ito is to visit China. His departure  
was fixed for the 26th July, but was postponed,  
and it is now believed he will leave on the 16th  
August. A Tokyo press despatch of the 26th  
July says:—Count Okuma proceeded to Oiso  
this morning to see Marquis Ito. It is reported  
that questions relating to China were discussed,  
and that the visit of Marquis Ito to Peking  
will be availed of in order to lay before the  
Chinese Government the views of Japan on  
various questions.

A Peking telegram of the 28th July states that  
the Chinese comment bitterly on the recent  
behaviour of M. Pavloff, the Russian *Chargé  
d'Affaires*, to the Tsungli Yamén. On one  
occasion he threatened to leave Peking unless  
his demands were granted, hoping thereby to  
frighten the Chinese Ministers into acquies-  
cence. Another time he informed the Yamén  
that the Czar's wishes must be obeyed. The  
Chinese complain that M. Pavloff treats China  
as a subject province.

We learn that Commander Squire, formerly of  
the Royal Navy, has been appointed foreign ad-  
viser for administering the new harbour system  
in Yokohama. Commander Squire was formerly  
in the service of the Department of State for  
Communications, and afterwards held a post as  
naval adviser to the Chinese Government. It  
is the intention, we believe, of the Japanese  
Authorities to appoint a captain in the Imperial  
Navy to the position of harbour-master at each  
of the treaty ports, and to attach to him a  
foreign assistant.—*Japan Mail*.

Lord Salisbury, replying to Lord Kimberley  
in the House of Lords regarding British inter-  
ests in the Yangtze Valley, said that the  
Chinese were well disposed towards British  
enterprise, but as it had been suggested that  
they were threatened by other Powers to give  
them a preference, Sir Claude MacDonald was  
authorized on the 22nd July to inform the  
Chinese Government that Great Britain would  
support them against any Power committing  
an act of aggression on China for permitting  
British subjects to construct or support rail-  
ways or any public works.

The troubles of the cotton-spinning com-  
panies, says the *Japan Mail*, seem to be coming  
thick and fast. The attachment of the Naniwa  
Company's factory and plant at the suit of the  
Mitsui-Bussan Kaisha has already been an-  
nounced by telegram. The Asahi Company of  
Osaka seems to be in equally bad plight. It  
has not been able to declare any dividend for  
the first half of the current year, or to pay the  
interest on its borrowed capital, which amounts  
to a quarter of a million yen. It has therefore  
been obliged to hand over its Hiroshima branch  
factory as security for the interest. The Tokiwa  
Company, also of Osaka, is said to be threatened  
with an action by a foreign firm which procured  
machinery to the value of 160,000 yen by order  
of the firm. It would appear that the cotton-  
spinning industry in Japan has been developed  
too impetuously.



# **LORD SALISBURY AND THE SUPPORT OF BRITISH ENTERPRISE IN CHINA.**

(Daily Press, 5th August.)

The statement of Lord SALISBURY in the House of Lords, to the effect that Great Britain will support Chinese the Government against any Power committing an act of aggression on China for permitting British subjects to construct or support railways or any public works, is a natural corollary of the open door and equal opportunity policy. In January last Sir MICHAEL HICHS BEACH declared that trade with China must remain open to the world and that the Government was prepared to support that policy if necessary at the cost of war. The trade of China accordingly remains open, the German agreement with reference to Kiaochau and the Russian agreement with reference to Talienwan both containing clauses providing against the preferential treatment of German or Russian trade. But the question of the construction of railways and other public works stands on a different footing. As Lord SALISBURY remarked the other day:—"We have certain rights under treaties which we are perfectly resolved under all circumstances to maintain. We have all the right of access to the treaty ports, but we are now contesting about a matter which is not capable of such summary settlement. We are dealing with a question of who shall construct railways in various parts of China. The principle of our treaties is that we shall all have identic rights, and you cannot have identic rights in constructing a railway, for two people cannot construct the same railway at the same time. Therefore it is a matter no doubt of negotiation in which equal rights should be given to all nations, but you cannot expect that two nations shall construct the same railway." Here, then, our competitors thought they saw their opportunity. Two nations cannot construct the same railway, and therefore threats have been held out to China to secure that railway contracts, if given at all, must be given elsewhere than to British tenderers. The British Government has now, through the Premier and Foreign Secretary, declared its determination to have fair play in the matter. The declaration alone will probably be sufficient to secure the object aimed at, but if not the country is prepared to fight for it.

This new crisis in the China question should lead the British Government to again take stock of its position and of the political outlook in that country. Lord SALISBURY in the speech already quoted from, after referring to India and Egypt, said:—"But what I earnestly ask you to consider is that we cannot possibly have over the internal government and military administration of China the same influence which we have over India, that we conquered by the sword, and over Egypt, of which the government by the sword has been placed at our command. . . . And if I am asked what our policy in China is my answer is very simple. It is to maintain the Chinese Empire, to prevent it falling into ruins, to invite it into the paths of reform, and to give it every assistance which we are able to give it to perfect its defects and increase its commercial prosperity. By so doing we shall aid its cause and our own." But if we are to exercise the influence in China which Lord SALISBURY desires the invitation into the paths of reform will have to

be accompanied by a certain amount of pressure. Either the country must be allowed to fall to pieces from its own inherent corruption and weakness or it must have a substantial backing, which means a certain amount of coercion. Dr. DUDGEON, an old resident and one who has had exceptional opportunities of forming sound opinions as to the condition of China, said in a recent interview with Reuter's representative at Peking that the Chinese people would be satisfied with any good Government which gave them justice in their yamens and allowed them the peaceful pursuit of their callings. "It is, therefore," continued the learned doctor, "absurd to talk of China proving too big a morsel for us to manage. In fact, if the British and Chinese Governments could come to an understanding the best thing that could happen for both countries would be for Great Britain to take charge of the Chinese Administration under the Emperor for a period of twenty years in a similar way to what is now being done in Egypt." Events seem to be tending in the direction of the policy advocated by Dr. DUDGEON. If Russia in her efforts to thwart legitimate British enterprise in China precipitates a war the establishment of an effective British protectorate would assuredly be one of the results of the conflict, and even without a war she may force that solution of the problem upon the slow moving British Government. We are not concerned to thwart Russia's legitimate aspirations. She has obtained her ice-free port and permission to construct her railway to it through Chinese territory, and to all that she is very welcome, so far as we are concerned, but any attempt by Russia or any other Power to bar British enterprise out of China must be resisted and overcome.

## **CHINA'S ASSURANCES.**

(Daily Press, 2nd August.)

We do not know how the House of Commons received the assurances of Mr. CURZON, Under Secretary for Foreign Affairs, with regard to the undertaking given by the Chinese Government not to cede or otherwise alienate any of the provinces forming the Yangtze Valley. Mr. CURZON says that the British Government regard this as a definite and binding undertaking. He also informed the House that though the concession to construct the Peking-Hankow Railway had been granted to a Belgian Syndicate, China had assured Sir CLAUDE MACDONALD that Russia had no interest in the line. Whether or not the House were contented with this assurance we have yet to learn. So far as the integrity of Central China is concerned, we may be perfectly sure that the Chinese Government will not willingly cede an inch of territory in that portion of its dominions. To do so would be absolutely fatal to its continuance in power. It is one thing to part with provinces of Manchuria—that is outside territory belonging to the Ta-tsing dynasty, and if they choose to sacrifice a portion of their inheritance China Proper cares comparatively little—but if a demand were made for territory in Central China there would be a clamour raised. Even the apathetic Celestial would be roused at last. Chinamen as a body attach more value to Nanking, Soochow, and other cities of the Yangtze Valley than they do to Peking, and any attempt by a foreign Power to effect a permanent footing on the great river would be strenuously resisted. How far that resistance could be carried, however, is quite another matter. Under

present conditions it could not without assistance be made effective against any one of the Great Powers, and if Great Britain wished to see the undertaking maintained in the face of hostile attack she would be compelled to assist to make it so. The value of the undertaking therefore is reduced very considerably by the relative impotence of China and the implied necessity, under certain eventualities, for England to bolster up this sick man of the Far East.

The assurance given to the British Minister by the Tsung-li Yamen in reference to the Peking-Hankow Railway is likewise of a conditional character. The statement was definite enough, but the Tsung-li Yamen are more notorious for concealing than for divulging the truth and it is perfectly conceivable that the statement was made on authority and yet not actually true in fact. Russians are not troubled with scruples; they have told us things before which were not true in actual fact. It is to be hoped, however, that now this line, which should by good rights have been made by British money, has been entrusted to a Belgian Syndicate the concession to make one from Kowloon to Wuchang will be promptly secured by British capitalists. In this way only can we obtain equal privileges with the Continental Powers, and maintain our prestige in the East. All the assurances in the world are worth nothing compared with having a decided policy, knowing just what we want, and having a good idea of how we intend to secure it.

## **A NEWSPAPER INTERVIEW WITH MR. WENYON.**

(Daily Press, 4th August.)

The representative of *Commerce* has been interviewing Mr. W. F. WENYON, and the fruits of his rather self-complacent efforts are duly recorded in that journal's issue of the 22nd June. "Hermes," as the young man who does the interviewing styles himself, might doubtless have got a great deal more interesting material from such a well of knowledge as Mr. WENYON, but he seems to have been too eager to exhibit his own acuteness and too anxious to keep the interview within certain limits to have thought much of the subjects he was dealing with. In short, he was seeking material to fill up a certain portion of the paper rather than to gain information of great commercial value. His introductory sentence seems to indicate that he was going to give a great deal of information about the two hundred miles of new territory just leased to Great Britain round Hongkong. He says:—"Just in the nick of time Mr. WENYON has returned from China to tell the world, through myself, something about British prospects in South China and more particularly in the new territory round Hongkong." Yet it was only at the close of the interview this question was touched upon. Mr. WENYON, after expressing, in reply to a question as to what he thought of the extension of territory, his opinion that the acquisition was a most excellent thing, added that it should have been accomplished thirty years ago, and went on to say:—"If it had been done then the concession could have been obtained with much greater ease, and without exciting the competing European nations to seek some equivalent in China. Hongkong, you must know, has developed itself to the utmost extent of its territorial limits, and there is little room on the island for the further building of mills or other concerns which are necessary to the



"extension of British trade. Only three miles of territory have until now been owned by the British on the peninsula facing Hongkong, but now there is every ground for hoping that an area has been acquired for all the development of the Colony which will be required in the next decade. For the most part the new territory is of such a character as to be suitable for mill sites, and I anticipate that cotton and other factories will soon spring up there, where labour is cheap and where the waterways provide facilities for transporting the produce of the factories to the consuming millions in the interior. The new territory is really at the door of South China, and with proper development it ought to be most valuable to British interests. One great advantage of the new area is that it includes a range of mountains which overlook Hongkong, and until now these mountains have furnished a point from which a foreign Power could have attacked the defences of Hongkong with long range guns. The extended territory furnishes a splendid opportunity for the construction of a railway into the interior and even to Canton, which will be reached, I am confident, some day. This line was surveyed years ago, and the fact that no Canton-Kowloon line has been already constructed is due to the insecurity of property felt by merchants and others interested in the interior." The hurried manner in which these remarks are obviously strung together shows plainly that the anti-reporter had gathered sufficient material for his article, and could not take any more on board, otherwise perhaps he would have been able to give to the readers of *Commerce* a somewhat more lucid account of the territorial concession now giving the colony so much discontent and disquiet. All the advantages claimed for the extension of territory by Mr. WENYON and more would no doubt accrue if the territory were really British, but if the concession is to be hampered with restrictions which will render the colony a sort of tenant on lease of China, with many irksome restrictions in the lease, its value will be vastly diminished.

Mr. WENYON is represented as giving utterance to a conviction that some day the proposed railway from Kowloon to the interior will be made and that it will eventually reach Canton, much as if the project was a stupendous undertaking, attended by abnormal difficulties, instead of being a line of less than one hundred miles through a by no means impracticable country. The line would probably have been constructed years ago, for it received the Imperial sanction early in the nineties, but for the persistent obstruction of the then Viceroy LI HANG-CHANG, whose greedy palm required oiling to an inordinate extent. The official obstructions were so great that the scheme would have had to be abandoned in any case, even if the question of control could have been satisfactorily settled. There ought, however, now that the Tsung-li Yamen can, thanks to Russia's initiative, be brought to see reason, to be no difficulty in a British Syndicate readily acquiring the concession to make this very desirable railway, which they should then seek power to continue to Wuchang. We say there ought to be no difficulty, but it would seem as if the British Representative is not allowed to exert the same influence as his Continental colleagues, and that even in so simple a matter as the leasing of a few leagues of more or less barren mountains at the back of Kowloon he is called upon to make compensating conces-

sions which if adhered to will render the Kowloon Convention a monument of British diplomatic incapacity.

#### THE HONGKONG AND SHANGHAI BANK AND A GOLD STANDARD.

(Daily Press, 1st August.)

The shareholders of the Hongkong and Shanghai Bank have good reason to congratulate themselves on the excellent report to be placed before them by the Court of Directors at the approaching meeting, provided, that is, that they are content to regard their investment as standing entirely on a silver basis. Roughly speaking the profits amount to twenty-four per cent. for the half-year, a result of which any institution might be proud and which speaks eloquently to the ability and assiduity with which the Bank's affairs have been conducted by the popular Chief Manager and his staff. The institution has now fully recovered from the series of disasters which commenced in 1891 and is at present in a stronger position than ever before, regarded from a silver point of view. On the 31st December, 1890, the reserve fund stood at \$5,100,000, to which had to be added, in round figures, \$2,500,000, premium on the new issue of shares, making a total of \$7,600,000. In the report for the half-year ended 30th June, 1891, however, \$1,300,000 had to be withdrawn from the reserve fund. No addition was made to the fund in the succeeding half-year, while in the half-year ended 30th June, 1892, another \$3,000,000 was withdrawn, reducing it to \$3,300,000. Since then appropriations to the reserve und have been steadily made, and latterly in very large amounts, the appropriation recommended in the present report bringing the fund up to the handsome total of \$9,000,000. When the accounts for the half-year now entered upon come to be made up it is not unlikely that another million may be available, which will bring the fund up to ten millions, or the same amount as the capital, which was at one time regarded as the final goal to be aimed at. Shareholders are now, however, agreed, we believe, as to the desirability of continuing to build up the reserve. The experience of 1891 and 1892 showed how necessary a strong reserve is, and that necessity becomes still more apparent if the Bank's position be appraised in terms of gold. The exchange question is the fly in the ointment that the Bank's shareholders have to reckon with, and a very irritating fly it is. During the half-year ended 30th June, 1891, the Bank's capital and reserve fund amounted together to close upon \$17,600,000, which at the rate of exchange at which the dividend was paid, namely, 3s. 2½d., was equivalent to over £2,800,000. To-day the capital and reserve fund amount to \$19,000,000, which, at the rate at which the dividend is to be paid, namely, 1s. 11d., represents in gold £1,800,000. Thus, while handsome profits have been made in silver, good dividends paid, and large amounts placed to the reserve, the result of the seven years' working nevertheless shows a depreciation in the value of the Bank's capital and reserve as expressed in gold of £1,000,000. No doubt the Bank's gold investments are worth considerably more than the figures in silver at which they stand in the books, the value of the Bank premises has been written down to probably one half or less of the real value, dead stock has been written off altogether, and in various other respects it may be shown that the institution is in an exceedingly comfortable position, but taking

the accounts as presented to the shareholders in conjunction with the fall in silver there is no escape from the fact that there has been a large depreciation in terms of gold. And unfortunately there is no prospect of finality to the loss from this cause. Those who predict that exchange will fall to a shilling are just as likely to be right as those who hold it has already reached bottom, much more so, we should say, for a not inconsiderable "slump" may be looked for immediately on the termination of the Hispano-American war. During the next seven years the Bank may go on adding steadily to its reserve and yet at the end of that time find that its gold position is as much worse then as compared with to-day's as to-day's is worse than that of 1891.

In view of the effect of the fall in exchange on the value of the Bank's funds the directors and shareholders may perhaps be induced to consider the question whether silver is after all such an admirable currency medium, even in the Far East, as is claimed. There would be no advantage in the Bank's stating its capital and presenting its accounts in gold so long as the currency of the countries in which the principal portion of its business is transacted is silver, but the Bank is almost strong enough to bring about a change in the currency. If Hongkong adopted the gold standard China might possibly follow suit, but even if no official action were taken in that country there would be no difficulty in making gold the medium of the Bank's business at the treaty ports, where the great bulk of the foreign trade is already practically conducted on a gold basis, the rate of exchange being agreed upon when contracts are entered into. The chief opponents of the adoption of a gold standard for Hongkong are believed to be the various banking institutions, which make large profits from the fluctuations of the silver market, but we fail to see the advantage of these large profits if they are not large enough to keep pace with the shrinkage in the value of the Banks' funds caused by the decline of exchange. If the Hongkong and Shanghai Bank were to pronounce in favour of a gold standard no doubt the other Banks would go on the same side and the community would follow suit. Mr. JACKSON has rendered invaluable services not only to the Bank but to the colony at large, and if he could persuade himself, as the crown of his good work, to give us a gold standard before he leaves—and the decision rests with him more than with any other individual, in fact with him almost altogether—he would confer an incalculable benefit not only upon the present but upon all future generations. We suspect, however, that Mr. JACKSON will not feel inclined to do anything of the kind, for in the past he has been a staunch adherent of silver, and we believe he is so still. We have, needless to say, a very great respect for Mr. JACKSON's opinion, but we believe nevertheless that a gold standard would be a good thing for the colony. A shrinkage of a million sterling in the value of the assets of the Hongkong and Shanghai Bank in the course of seven years, notwithstanding the addition of fourteen lakhs in silver to the reserve fund, must strike everyone as a circumstance of some importance.

The report of the Grand Hotel, Limited, Yokohama, for the past half-year shows a net profit of 36,384 yen. The directors propose to pay a dividend of 10 per cent. for the half-year, pay off debentures to the amount of 5,000 yen, and carry forward 6,384 yen.



### THE POKFULAM RESERVOIR.

(Daily Press, 30th July.)

At the meeting of the Sanitary Board on Thursday Dr. CLAR suggested that it would shortly become necessary to abandon the Pokfulam reservoir as a source of water supply. The reasons he gave were the conversion of Mount Austin Hotel into a barracks for four hundred soldiers, the increase in the number of houses which are being built at the Peak, and the increased demand for building sites at the Peak. With regard to the first of these reasons, precautions are taken against any of the sewage from the barracks finding its way on to the gathering ground, and we fail to see in what way the barracks can constitute a greater danger than did the hotel. Thus far no pollution has taken place, the Government Analyst certifying the water from month to month to be of excellent quality. With regard to the second and third reasons, no houses are now allowed to be erected in the gathering area, so that the second reason is at present non-existent, and whatever demand for building sites may exist will, unless that prohibition is removed, have to be diverted to other portions of the Hill District. With the opening of the new road to Magazine Gap and the Queen's Link connecting Magazine Gap and Wong-neichong Gap there can be no excuse for creating new building sites in the Pokfulam watershed. Nor would there be any excuse even if there were not another building site available anywhere on the heights. At most not more than a dozen or two of villas would be likely to be erected in the area under discussion, and to expose the whole city to the risk of an annually recurring water famine in order to provide a limited number of the wealthier classes with summer residences would be suicidal.

Dr. CLARK dwelt on the fact that the present storage of water at Tytam and Pokfulam is only sufficient for a population of 214,000 and that the population of the city of Victoria is now 200,000 and is increasing at the rate of 6,000 per annum, and yet in face of these figures, which show that in two or three years the water supply will again fall short, we find him recommending the closing of one of the principal reservoirs. It must be borne in mind, also, that in years of deficient rainfall there is a possibility of the quantity of water impounded falling short of the storage capacity. That happened at Tytam only a few years ago, and although the catchwaters which have since been constructed have reduced the risk of its recurrence it is still a contingency to be taken into account. In his report on the water supply, dated May, 1896, the Hon. F. A. COOPER treated very exhaustively of the requirements of the city, present and prospective, and the available sources of supply. The sites available for reservoirs, he said, "are few and, owing to the steepness and narrowness of the valleys, do not admit of the construction of extensive impounding reservoirs." So far from recommending the abandonment of Pokfulam reservoir Mr. COOPER's scheme included increasing the capacity of the present reservoir and the construction of a new and additional reservoir below the site of the present one. There can be little doubt, we think, that within the next few years that portion of Mr. COOPER's scheme will have to be carried into execution. It is certain that the Pokfulam reservoir cannot possibly be dispensed with so long as the colony is dependent for its water supply

on catchment areas; the only condition under which such a course could be taken into consideration would be the obtaining of an amply supply from artesian wells.

### HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held in the Council Chamber on 3rd August. Present:—

His EXCELLENCY the ACTING GOVERNOR, Major-General BLACK, C. B. (Officer Commanding the Forces).

Hon. T. SERCOMBE SMITH (Acting Colonial Secretary).

Hon. W. M. GOODMAN (Attorney-General).

Hon. A. M. THOMSON (Acting Colonial Treasurer).

Hon. R. MURRAY RUMSEY (Harbour Master).

Hon. R. D. OERMSBY (Director of Public Works).

Hon. F. H. MAY, C.M.G. (Captain Superintendent of Police).

Hon. C. P. CHATER, C.M.G.

Hon. HO KAI.

Hon. T. H. WHITEHEAD.

Hon. J. J. BELL-IRVING.

Hon. WEI A YUK.

Mr. J. G. T. BUCKLE (Clerk of Councils).

#### MINUTES.

The minutes of the previous meeting were read and adopted as a correct record.

#### OPEN SPACES FOR THE PUBLIC.

The Hon. HO KAI—I beg to give notice that at the next meeting of the Council I will move a resolution to the following effect: "That it is desirable in the interests of the public that the piece of ground situated at British Kowloon known as Sung Wong Tai, together with a certain area of land surrounding and adjacent thereto, as delineated and marked red on the annexed plan, should not be let for building or other purposes, but should be reserved for the benefit of the public in perpetuity, and that the same should be delineated and marked off and kept in good order by the Public Works Department of this colony."

#### THE JUBILEE COMMEMORATION WORKS.

The Hon. T. H. WHITEHEAD—I beg to ask if the Government will inform the Council what progress has been made with the works decided upon more than 12 months ago and which were intended to commemorate permanently the completion of the 60th year's reign of Her Majesty Queen Victoria, and also state, how the Jubilee Fund is invested and what rate of interest it is earning?

The ACTING COLONIAL SECRETARY—The survey of the road was completed early in June, it having been delayed some weeks by the serious illness of Mr. Hughes, the surveyor, who contracted fever while working in the swamps in Aberdeen. Since then the preparation of the plans—consisting of over 40 sheets—the calculation of the quantity of work and the framing of the estimates, have been in progress and will be completed next week when the Government will be in a position to call for tenders. Without complete plans and detail estimates this could not have been done. An excellent tracing has been laid down. The distance from Shaikiwan to Kennedy Town is a little over 8½ miles and round Hongkong, including the existing road to the north of the city, a trifle over 27 miles. With regard to the Hospital and Nurses' Institute three competitive designs were received and a meeting of the Jubilee Committee was held early in March last for the purpose of considering them with the view of selecting one for execution. In consequence, however, of a letter received from the Principal Civil Medical Officer recommending the purchase of "Craigieburn" and the abandonment of the scheme for erecting the Hospital on the site originally selected, the whole subject was brought up for further consideration at a subsequent meeting held on 9th March. It was resolved that, "It is desirable to erect a Women's and Children's Hospital on the higher levels and on a site not lower than Robinson Road and to abandon the idea of building on the present Civil Hospital site." An Executive Committee was also appointed to draw up a scheme in accordance with the foregoing resolution. The

departure of the Honorary Secretary, Mr. Stewart Lockhart, somewhat interrupted operations, but the Executive Committee has since held several meetings and visited sites which were brought to its notice. It has also considered the financial aspect of the scheme under the changed conditions and it is hoped that a decision may be arrived at at an early date. The reply to the remaining part of the question is that the fund has been deposited in the Hongkong and Shanghai Bank in accordance with the honourable member's own resolution passed at the meeting of the Jubilee Committee on 26th April, 1897. The fund is receiving interest at the rate of four per cent. per annum and in accordance with the Honorary Treasurer's statement on 28th February last, the fund at that date amounted to \$183,381.38.

#### FINANCE REPORT.

The ACTING COLONIAL SECRETARY—I have the honour to lay on the table finance report No. 2 and to move its adoption.

The ACTING COLONIAL TREASURER seconded.

Carried.

#### VACATIONS IN THE SUPREME COURT.

The ATTORNEY-GENERAL—I beg to move the first reading of a Bill for the establishment of vacations in the Supreme Court. To save time in committee I shall be obliged if after the word "time" in section 9 the words "not exceeding one month" be added.

The ACTING COLONIAL SECRETARY seconded.

Carried.

#### THE NATURALISATION OF CHINESE.

The second and third readings of the Bill entitled an Ordinance for the Naturalisation of Chau Tung Shang, were passed, and also the second and third readings of the Bill entitled an Ordinance for the Naturalisation of Tong Yuk, alias Tong Lai Ts'un.

#### THE KOWLOON GODOWNS TRAMWAYS.

Hon. J. J. BELL-IRVING—I have the honour to move the second reading of the Bill entitled an Ordinance to amend the Kowloon Godowns Tramways Ordinance, 1897. It is stated at the foot of this Bill that the amendments contained in this Ordinance are made by direction of the Secretary of State for the Colonies and are similar to the provisions of the corresponding sections in Ordinance number 19 of 1884. There is no objection to this measure on behalf of the Hongkong and Kowloon Wharf and Godown Company.

The Hon. C. P. CHATER seconded.

The ATTORNEY-GENERAL—In supporting the second reading of this measure, I may say that the piers, wharves, and tramways of the Hongkong and Kowloon Wharf and Godown Company, Limited, were originally constructed under Ordinance 19 of 1884. As their business increased it became necessary to make additional tramway accommodation, and fresh powers were conferred by Ordinance No. 18 of 1887. That Ordinance was drawn up mainly on the lines of the Ordinance No. 19 of 1884, with some few modifications of that Ordinance, Mr. Chater in the latter Ordinance being authorised to make rules and regulations for the use and due maintenance of the wharves, piers, and tramways connected therewith. When I was drawing up the Ordinance which it is now sought to amend I considered whether that power should be put in, and the late Director of Public Works and myself considered it was not necessary, because we thought it was chiefly necessitated on account of the piers and wharves which were required to be made in accordance with the provisions of the Ordinance. We thought the addition of a few small tramway lines would hardly require further regulations and rules. When we came to the words "under the superintendence and to the satisfaction of the Director of Public Works" we thought they were not necessary. The Secretary of State, however, thought the words should be added, and we are quite willing that they should be added, and have accordingly carried out the directions of the Secretary of State.

The Council then went into committee to consider the Bill clause by clause.

No alteration was made, and on the Council resuming the Bill was read a third time, on the motion of the ATTORNEY-GENERAL, seconded by the Hon. C. P. CHATER.



## THE REGISTRATION OF TRADE MARKS.

The ATTORNEY-GENERAL—I beg to move the second reading of the Bill entitled an Ordinance to amend the Law relating to the Registration of Trade Marks. As I have prepared a short memorandum upon this Trade Mark Bill, if I read that and make one or two further remarks it will save the time of the Council. The Council will then be in possession of the necessary information as to why this Bill is brought forward. Before doing so I will point out that the Trade Mark Rules do not form any part of the Bill. The rules to be made by the Governor in Council have been published in the *Gazette* for the information of the public and the people interested so that people will see what the proposed rules are and have the opportunity of making any suggestions. But it will not be necessary to-day to take up your time by going into these rules because they are not before the consideration of the Council. I may point out that the registration of trade marks in this colony while it entailed but little trouble 20 years ago has become a much more arduous business of late. The number of applications for trade marks has vastly increased, and it has become absolutely necessary that some proper Ordinance should be passed and some proper rules made. Since the Ordinance to provide for the Registration of Trade Marks (No. 16 of 1873) was passed, a considerable development has occurred in the demand for registration not only in England but in Hongkong. The Merchandise Marks Ordinance 1863, referred to in the Ordinance of 1873, has been replaced by The Merchandise Marks Ordinance, 1890. Moreover, The Patents, Designs, and Trade Mark Acts, 1883 and 1888, and the Rules thereunder have considerably modified the English practice, while the local Ordinance of 1873, as amended by Ordinance 20 of 1895, is very imperfect. It contains no definition of a trade mark, provides no forms, and makes no provision for the classification of goods, the assignment and transmission of trade marks, the removal of trade marks after 14 years registration in default of extended registration upon payment of an additional fee, and some other matters duly provided for in England. Patents are not granted in this colony unless they have been previously granted in England, (see Ordinance 2 of 1892), but, although a similar provision, requiring the registration of a trade mark in England before registration in the colony would prevent some abuses, such requirement is not feasible in Hongkong, because many applicants desire the registration, here, of trade marks used only locally and many of such applicants are foreigners. It is the practice in this colony for the Colonial Secretary to refer every application to the Attorney-General, who used, until my appointment, to receive a fee of \$25 for his report. This fee was abolished some years ago, and, as the number of applications has greatly increased during the last few years, a considerable amount of gratuitous extra work has been thrown upon the Attorney General, while the task of the clerk in the Colonial Secretary's Office of searching the register to see whether similar marks have been already registered, is daily increasing as the register grows in bulk. At present, many marks are submitted for registration which are not trade marks, according to the English definition, at all; and in the absence, under the 1873 Ordinance, of any definition, the Attorney General has endeavoured to follow the English practice in deciding whether a trade mark should be allowed registration and has often been obliged to apply for the "essential particulars" and a "disclaimer" of added matter. Questions, which are easily answered by the Comptroller in England aided by a competent staff, occasionally require much consideration by the Attorney General in this colony who has, practically, no assistance whatever, while the absence of any rules makes his task more difficult. I have accordingly drafted a fresh Ordinance and a set of rules which will, I trust, prove of use to those interested in these matters. The alterations in the new Ordinance and the new rules are based on the English practice with some local modifications. In England, applications for the registration of the same mark in different classes of goods are treated as separate and distinct applications, and I see no valid rea-

son why a similar rule should not obtain here. I am afraid that, owing to the absence of such rule, applications have occasionally been made to register trade marks in respect of goods as to which the marks never have been used, nor are likely to be used by the applicant forthwith. I suspect this has been done, occasionally, with a view to prevent others from using similar marks in respect of goods or classes of goods in which they deal, but which are really not dealt in by the applicants at all. In a recent trade mark case—John Batt and Company—Mr. Justice Romer expressed his disapproval of the system of registering trade marks broadcast and for articles in respect of which they were really never used. He pointed out the unfairness of this proceeding to others. An application was sent to me recently by one firm for the registration of some 78 trade marks, each for some 38 classes of goods, and seeing that every kind of merchandise is included in 50 classes it is strange that so large a number by trade marks would be wanted to be used for two-thirds of the goods in existence. It is very necessary, too, that an applicant should state, to the best of his belief, whether the mark he desires to have registered locally has been registered previously in England. I should not be surprised to learn that, in the absence of such requirement, some few marks registered in A's name in England or marks closely resembling them have been registered in B's name in Hongkong, without A's knowledge or consent. All such practices should be discouraged, and I trust the new Ordinance and rules will put matters on a more satisfactory basis. I apologise for having occupied your time at such length. I may say I have devoted a great deal of time and consideration over this Bill. I have approached the subject with some diffidence, because it is an exceedingly difficult matter. I have done my best in this matter, I can only say that. I asked for suggestions and have duly considered the suggestions made. So far as I am aware I think the Bill will work in a thoroughly satisfactory way. Of course the Attorney-General is the man who has most to do with these applications. They are all sent to him to report upon. I have endeavoured to assimilate our practice with the English practice, having had some correspondence with the Comptroller-General in England, who has kindly forwarded to me the latest English Rules.

The ACTING COLONIAL SECRETARY seconded. Carried.

The Bill passed through the committee stage.

## AMENDING THE CATTLE DISEASES, ETC., ORDINANCE.

The ATTORNEY-GENERAL—I beg to move the second reading of the Bill entitled an Ordinance to further amend the Cattle Disease, Slaughter-houses, and Markets Ordinance, 1887. It was considered that in a recent case of rinderpest the coolies who had been in contact with the affected cattle might communicate the disease and thus be a source of danger. It was thought that the Sanitary Board should have power to prevent persons of this kind going on to other premises, without due precautions.

The ACTING COLONIAL SECRETARY seconded. Carried.

The Bill having been considered in committee, it was read a third time on the motion of the ATTORNEY-GENERAL, seconded by the ACTING COLONIAL SECRETARY.

## AMENDING THE BUILDING ORDINANCE.

The ATTORNEY-GENERAL—I beg to propose the second reading of the Bill entitled an Ordinance to further Amend the Building Ordinance, 1889. The latter Ordinance enacted that private house drains should be connected with the Government main sewer on permission being obtained from the Surveyor-General. It was soon found that this was an unsatisfactory way of doing the work—that it ought to be done by the Director of Public Works who has charge of the sewers, and not by a private owner. Mr. Chadwick reported upon it once, and as the result it was decided to be an unsatisfactory way of dealing with the matter. The Executive Council met with the result that it was intimated that further permits would not be granted to private individuals (see Government Notification, No. 369 of 1890, in the *Gazette* of 6th September, 1890), but that such connections were only to be made after application to a

resident engineer. The law has been one thing and the practice another. This Bill is to make the law and the practice agree.

The ACTING COLONIAL SECRETARY seconded. Carried.

The Bill was considered in committee, and on the motion of the ATTORNEY-GENERAL, seconded by the ACTING COLONIAL SECRETARY, read a third time and passed.

## THE FINANCES OF THE COLONY FOR THE YEAR 1897.

The ACTING COLONIAL TREASURER—I beg to move the second reading of the Bill entitled an Ordinance to authorise the appropriation of a supplementary sum of three hundred and sixty-eight thousand, eight hundred and sixty-nine dollars and ninety-three cents, to defray the charges of the year 1897. If required a full explanation of the various items will be given when the Bill has been referred to the Finance Committee, but in the meantime it may not be inappropriate for me to make a few remarks on the finances of the colony for the year 1897. The total amount now to be provided is, as will be observed, over \$368,000, although the actual excess of expenditure over the estimate was only \$194,000. This apparent discrepancy is accounted for by the fact that a large number of public works were undertaken during the year which had not been foreseen when the estimates were prepared. In a comparison with the results of the previous year 1896, I may mention that the increase in expenditure amounted to \$166,000, exclusive of that in respect of loan works. The amount is accounted for largely by the non-recurring expenditure in connection with the Jubilee, which took more than \$116,000, whilst payments on account of the loan, pensions, Post Office, and miscellaneous services were all increased on account of exchange, along with other causes. The revenue, however, at the same time increased by \$77,000, and on the year's working there was after all a surplus of \$45,000. The chief increases under revenue were—taxes \$26,000, stamps \$36,000, Post Office \$23,000, signatures (chiefly on account of certificates issued to Chinese going to the United States) \$13,000, water account and Crown rents \$45,000 between them. The virtual surplus of assets at the end of the year was over \$85,000, which, with \$250,000 of loan money unexpended made a sum of \$335,000 in hand for Government purposes. When it is considered that the colony in the course of the last four years paid away over one million on account of works before that time utterly unforeseen, and that too without any external aid, I think its financial condition at the close of last year is a matter of congratulation.

The ACTING COLONIAL SECRETARY seconded. Carried.

On the motion of the ACTING COLONIAL TREASURER, seconded by the ACTING COLONIAL SECRETARY, the Bill was referred to the Finance Committee.

## KELLET ISLAND.

The ATTORNEY-GENERAL—I have to move the second reading of the Bill entitled Kellet Island Ordinance, 1898.

The ACTING COLONIAL SECRETARY seconded. Carried.

The Bill having been considered in Committee and an alteration made on the suggestion of the Harbour Master, the bill was read a third time and passed.

## THE LAW AS TO LIQUOR LICENSES.

The ATTORNEY-GENERAL—The next item on the order of the day is the second reading of the Bill entitled an Ordinance to amend and consolidate the law relating to Intoxicating Liquor Licenses. I trust with your Excellency's consent to bring this on at a future meeting. I understand that my learned friend Mr. Francis will be able to make some improvements, and as he is on the Liquor Commission I shall be glad to give him the opportunity of suggesting alterations if the suggested alterations are made within a reasonable time. This matter has been hanging fire a long time. The Bill solves a great many difficulties which have cropped up in actual practice, and although I admit the Bill is not a very artistic production, my endeavour has been to preserve as many sections of the old Bill as have served well in practice and which people have got accustomed to, and only



to add some fresh matter to improve it. I have not re-constructed the Bill as it were from beginning to end. I shall be glad to receive suggestions for the improvement of the Bill, but I hope those suggestions will be sent in as soon as possible, so that the passing of the Bill will not be delayed.

The matter then dropped.

#### A QUESTION OF FEES.

The ATTORNEY-GENERAL—I have to move the second reading of the bill entitled an Ordinance Authorising the imposition of Fees for the issue, by the Government of Hongkong, of certain Certificates to certain Chinese desirous of proceeding to the United States of America. I need only point out that these certificates require a good deal of work and take up the time of a Government officer, whenever a Chinaman wishes to go to America and wishes to have some proof that he is not a labourer. Therefore as the time of Government servants has to be given up exclusively for the benefit of an individual who may not belong to this colony at all, I think it is only right that the Treasury should receive some remuneration.

The ACTING COLONIAL SECRETARY seconded. Carried.

The Bill was then considered in committee, and on the motion of the ATTORNEY-GENERAL, seconded by the ACTING COLONIAL SECRETARY, read a third time and passed.

#### THE PUNISHMENT OF CONSPIRACIES.

The ATTORNEY-GENERAL—I propose the second reading of the Bill entitled an Ordinance to provide for the Punishment of certain Conspiracies. The Bill provides: "Where any person is convicted, in the Supreme Court, of conspiring to cheat or defraud, or to extort money or goods, or falsely to accuse of any crime, or to obstruct, prevent, pervert, or defeat the course of public justice, he shall be liable to imprisonment, with or without hard labour, for any term not exceeding three years, or to a fine not exceeding five hundred dollars, or to both." The objects and reasons of the Bill are stated as follows:—"Common law misdemeanours, where no special punishment is provided by any Act or Ordinance, come within the scope of section 5 of Ordinance No. 3 of 1898. The maximum penalty which can be inflicted under that section is one year's imprisonment with hard labour and a fine of \$500. Such punishment is not adequate, as a maximum, in the case of conspiracies such as those mentioned in this Ordinance, and the maximum term of imprisonment with hard labour has, accordingly, been increased in such cases to three years."

The ACTING COLONIAL SECRETARY seconded.

The Bill having been considered in committee it was read a third time and passed, on the motion of the ATTORNEY-GENERAL, seconded by the ACTING COLONIAL SECRETARY.

#### ADJOURNMENT.

The Council then adjourned until Monday week.

#### FINANCE COMMITTEE.

A meeting of the Finance Committee was then held, the Acting Colonial Secretary presiding.

The minutes of the previous meeting of the Finance Committee were read and adopted as a correct record.

The Council agreed to vote a sum of \$2,700 in aid of vote "Gaol Extension."

The ACTING COLONIAL SECRETARY—This is for making associated cells into separate cells.

The Supplementary Colonial Estimates for 1897 were submitted, but gave rise to no comment.

The committee then adjourned.

A sad accident occurred in Nagasaki harbour on 27th July. At 10 a.m. on that day a sampan, which was proceeding from H.M.S. *Victorious* towards shore with twelve British sailors, capsized at a distance of about 100 yards from the warship. Boats were at once lowered from the battleship, and all the men were saved with the exception of one, a stoker, whose body was recovered at five o'clock the same day. The deceased was buried at Urakami next morning, full naval honours being accorded the body.—*Nagasaki Press.*

## SPANISH-AMERICAN WAR.

### ARRIVAL OF GENERAL MERRITT.

#### THE GERMANS AND THE CAROLINES.

#### A CRUISER SENT.

### WHAT WILL BE DONE WITH THE PHILIPPINES?

Hongkong, 31st July.

Last week we had abundance of news from Manila, despatches being brought by several vessels, but during the present week all has been blank, for which no doubt the typhoon is responsible. The German steamer *Petrarch*, which left Hongkong for Manila on Tuesday, put back into the harbour yesterday morning, having had two or three very rough days at sea. She was taking down a mail. Between 20 and 30 American sailors who have been in hospital are awaiting a vessel to take them to rejoin their ships in Manila Bay.

We understand that the German cruiser *Arcona* has left Kiaochow and is now on her way to the Carolines. She called at Nagasaki on the 26th and took in stores for three months.

Hongkong, 1st August.

After a week's silence news from Manila was brought to Hongkong on Saturday by H.M.S. *Plover*. It appears that the transport *Newport*, which had steamed ahead of the other vessels of the third expedition, arrived on Monday of last week with General Merritt, U. S. Governor-General of the Philippines, and 600 men on board, including the battery of artillery fitted out at his own expence by Mr. Astor, the millionaire. The other transports, which carried some 4,000 men, were expected within three days. The arrival of the *Monterey* has been delayed by the breaking down of the *Brutus*, which she has had to tow back to Honolulu. The *Brutus* had been sent out to accompany the *Monterey* to Cavite and to tow her if occasion arose.

Admiral Dewey has reason to believe that Governor-General Angustin will be willing to surrender as soon as he can do so honourably, that he will only make a show of resistance, and that the bombardment of the city will be avoided. Particularly may this be expected to be the case if the Americans await the arrival of their full naval and military force, when the most bellicose Spaniard in Manila must see the futility of resistance in the face of such overwhelming odds. About 4,000 American troops are encamped within a mile of Manila, protected by artillery and the guns of the *Boston* and the *Callao*. The first brush—if it may be called a brush—which the Americans had with the enemy took place last week. The insurgents had been driven from their trenches and the American troops turned out to their assistance, escorting them back, the Spaniards then retreating.

While reconnoitring near Malate Generals Green and Andersen narrowly escaped being shot, a Spanish bullet whistling close by them.

There is not much to report with regard to the insurgents. The latter are throwing shells into Manila from four guns on the south side of the city. Aguinaldo has released some of his prisoners, among whom are eight priests.

The Spanish officer who let those in Manila know of Sampson's victory in the West Indies is treated as a traitor and his life has been threatened.

Hongkong, 2nd August.

The *Zafiro* arrived from Manila yesterday morning, but the despatches she brought report no change in the situation at Manila. The remainder of the third expedition had not put in an appearance when she left on Friday afternoon, though it was expected on the evening of that day, and it was understood that the final move on Manila would not be made until these reinforcements landed. In the meantime General Merritt, who has made the *Newport* his headquarters, has ordered a map of the country surrounding Manila to be prepared, and he and General Greene have made several reconnaissances, visiting the rebel trenches in the course of their excursions. The rebels have not done much fighting lately.

With regard to the state of affairs at Cebu, the *Fooksang*, which left there on July 25th and Takologan on July 23rd, reports that the rebels make periodical raids on the towns and that in consequence the Spaniards were planting bamboo defences and making other preparations for maintaining their position. There is a small Spanish gunboat at Cebu which at once makes for the river immediately a vessel comes in sight. A German warship is cruising about the neighbourhood. It is also reported that there is a small Chinese steamer cruising about and that it is supplying the rebels with arms. All is quiet at Takologan.

#### [FROM OUR CORRESPONDENT WITH THE AMERICAN FLEET.]

Manila Bay, 25th July.

I have just made a careful survey of the camp of American soldiers below Malate. There are nearly 5,000 there and they make a splendid showing. To look over the lines, the stranger would think there were 10,000 of them. The number will be increased to over 6,000 in a few days. There remains yet one regiment, the First Oregon, to leave Cavite and join the main command. It delays not at its own wishes but at the orders of General Andersen. The men are just as good fighters as the Californians, Coloradans, Nebraskans, and Pennsylvanians, and they are afraid that there may be a battle in which they may not be on hand to participate. This spirit of great desire to fight is most noticeable among all the troops. It is so remarkable as to amount almost to a mania. Any talk of peace is decidedly unpopular with the rank and file. This longing for actual battle is not prompted by false pride, braggadocio, or selfish feelings, but by an intense sincerity and devotion to the purpose which makes every American patriotic in this war. There is no shamming, no hypocrisy, no cant among these soldiers, regular or volunteers. They are inspired by one impulse; to serve their country to the best of their ability no matter what the consequence. If you do not believe it, go among them every day, as I have, talk with them, from Colonels down to privates, sit with the officers at their mess, then with the rank and file, take of their fare and share their experiences, their hardships and pleasures, and not one discordant note will reach your ears! I indulge in no exaggeration. I know whereof I speak, and challenge the denial of my observations from any man who has seen as much as I have of these California, Oregon, Colorado, Nebraska, and Pennsylvania boys—for of course my comment is largely confined to the volunteers, because first they make up three-fourths of the present force, and, second, the regulars are expected to be and are all right in every particular as far as I am able to judge and as careful training of years ought to make them.

Volunteers are often made the subjects of jokes, they are invariably the butt of criticism around a camp or point where there are regular army and navy officers, but considering all things I believe that these same volunteers are deserving of as much credit as the permanent arm of the war service. I could not decry the regulars in the least and, if I had my way, I would have only regulars in the United States army and a force of 150,000 instead of 30,000. But viewing the situation as it is let there be credit where credit is due.

Possibly I have strayed from my description of the camp to eulogize men who in all armies are too often maligned—the volunteers—but I am glad to express my sentiments about a body of men I have carefully watched with my own eyes. If there is any fighting, mark my word, they will not in any way disappoint good expectations.

On a map of Manila Bay, the village of Tambo can be located below Pasay and above Paranaque within about two miles of the polverin at the South end of Malate. This is the camping ground of the American land forces. It is officially named Camp Dewey in honour to the Admiral. Here in proper military style are fully 5,000 men stationed whose numbers will be increased to over 10,000 in a few days or when the next expedition arrives. If the Oregon regiment and Regulars at Cavite are transferred as is expected before the reinforcements come, the camp will hold 6,500 men.



The first California regiment, under Colonel Smith has the right of the line; then comes the first Colorado under Colonel Hale; after it the regiments of Regulars, the 18th and 23rd under Colonels Bailey and French; just below is the first Nebraska under Colonel Bratt; and last is the tenth Pennsylvania under Colonel Hawkins. The entire force at Camp Dewey is under Command of Brigadier-General Greene, who makes his headquarters in a comfortable and convenient house near the beach vacated by some foreigner or prominent native since the war began. General Greene impresses one most favourably. He has a clear cut expression and a bright eye that betokens great intelligence combined with quick decision and good judgment. Up to the time of his promotion he was Colonel of the creek 71st Regiment of New York, which was in the first division sent to Cuba.

The camp reaches along the clear firm ground between the Manila road and the beach. It is only separated from the latter by a fringe of bamboos. The soil is sandy, porous, and covered with grass. It is well suited for the purpose and the soldiers like it better than the barracks at Cavite. They have realized like the natives the many uses to which bamboo can be put, and make flagstaves, tent poles, table legs, beds, and many other necessary appliances out of it. Yankee ingenuity has even taught the Philippines uses of the bamboo of which they never apparently dreamed before but which they will not soon forget, judging from their aptitude, already evinced, to imitate the Americans.

Every provision is made against sudden attack or surprise. Outposts are deployed in all directions and no one is allowed to pass the lines without a pass or special order. The troops have already shown how quickly they can get into action or be prepared for attack if necessary. A few nights ago a messenger from the outposts came running into Colonel Hale's headquarters and stated that the Spaniards had made an attack on the insurgent line, broken through it, and were pressing on towards the American Camp. Although the report was found later to be based on unreliable information and due to a squad of insurgents running away who happened to get into the direct line of Spanish fire, both the Colorado and California regiments, numbering 2,000 men, were under arms in company formation, and deployed about the camp with an advance line, marching along the road in less than six minutes after the alarm was given. If fighting did not follow, the experience and drill were valuable. They certainly are hustlers.

Lieutenant Clarke, Lieutenant Bryan, both of General Andersen's staff, and Private Green of the Oregon Regiment have made a successful scouting trip all around Manila. They started at Pasay and ended at Malabon, gathering perfect information as to the location of all the Spanish batteries. Several times they were under fire and even went through the Spanish lines, passing more than once between the city and the outlying trenches. Another scouting expedition has also circumvented the city from bay shore to bay shore. Still others have gone a long distance into the interior, so that very accurate maps are being made by the Americans from their own operations and knowledge.

General Andersen retains his headquarters at Cavite and it is probable that General Merritt will locate himself there until Manila is entered. Nearly 1,000 men are stationed at the Navy Yard as a guard and reserve force. General Merritt may arrive any day. No definite date is set for his reaching Manila Bay, but as he left San Francisco about June 29 and is not expected to stop at Guam he has had sufficient time now to make the journey at the rate of 11 knots per hour steaming. It is not improbable that he will push ahead of the other transports. If so he may be coming into the bay as this letter goes out. The famous *Monterey* is not expected for five or ten days yet, but might surprise us by putting in her much desired appearance sooner. It is assumed that she is not making more than 6 or 7 knots an hour from Honolulu here and that she may spend two days at Guam coaling from the *Brutus* so that she can come the last part of the journey without being towed. The *Monadnock* will travel more rapidly and possibly average eight knots or, if the weather and sea are favourable, nine. Although the largest modern

fleet that Manila Bay has ever seen is now collected here, it will be lessened—until the third expedition arrives—by the departure of transports. The *Sydney* left Thursday morning, July 21st, and the *Australia* Saturday morning, July 23rd. The *City of Peking* is about ready to sail and will be closely followed by the *Senator*, *Colon*, *Zealandia*, and *China*. The *Sydney* and *Australia* will reach San Francisco ahead of the *Belgic*.

The Germans are causing less trouble. They may have plans for the future which will cause even more annoyance than their remarkable course in the past, but at the moment they are keeping comparatively quiet. Some one has suggested that their coal supply has run short, but my opinion is that the German Admiral has made up his mind, prompted by advices from Berlin, that when matters had come to the point that Admiral Dewey had to indicate his displeasure in no uncertain terms and when public sentiment in America was rapidly warming up to the degree of demanding an explanation from the Kaiser, it was time for him to adopt different tactics and allay suspicion and comment by behaving himself. He is a most excellent gentleman and personally a man of admirable qualities. Dewey and he are both such gentlemen and hence so polite that when they meet there is not the least sign of friction. Dewey likes good things to eat and knows that his friend the German Admiral does, so the other day when the frozen meat ship came in consigned specially and only to the American fleet, he sent a fine carcass of mutton to von Diedrich along with some other delicacies that arrived by the same ship. I understand also that Captain Chichester was not forgotten when the good things were being passed around.

The same agreeable relations between the British and American fleets which have existed from the first continue. A few days ago several officers from the British ships came down to the American camp and were shown all over it by officers from the *Boston*—which is guard vessel of the beach near the camp—and from General Greene's staff. They could easily see for themselves the exact force and condition of the American troops and report, if they wished, thereon fully to the Captain-General. Even if they did, it would probably do more good than harm to the Americans, for it might convince the Spanish that the Army was really there and some 5,000 strong instead of 1,000 as they tell to all the natives who are kept in the city.

General Aguinaldo is apparently pursuing the even tenor of his ways. There has been a meeting and celebration at Bakor, where speeches were made and proclamations read in regard to the Philippine republic, but these steps are in line with those already taken. There was a musical affair—dinner and concert—Saturday night at Cavite given by the insurgents in honour of American victories, to which the newspaper correspondents along with the naval officers were invited. I was unable to attend, but understand that it passed off agreeably and successfully. The relations between Aguinaldo and Andersen are in no way strained as has been reported. One or two amusing incidents have happened where some of lesser rank and somewhat exalted officers are concerned, but that is all. In his relations with Admiral Dewey, Aguinaldo is particularly ready to do anything to please the Admiral. I have not yet seen any reason to regret the prompt action of Consul-General Wildman in sending Aguinaldo here. The Consul-General's wisdom was contested by some at the time, but the remarkable success of the rebel leader has proved that Mr. Wildman was a good judge of human nature when he sized up Aguinaldo's capabilities. While I doubt the insurgent chieftain's ability to take Manila unaided by our forces and believe that, were our fleet to sail away and our army to depart, the Spaniards would be able to hold out until reinforcements could come and finally drive him into the country, I must pay a high compliment to his success in capturing all outposts and in practically isolating Manila.

There are those who predict serious troubles between the Americans and natives when the former shall have taken Manila and established a provisional government, but the more I see of them and study the situation, the more I am convinced that if General Merritt manages Aguinaldo and his followers with the diplomacy

and good judgment which should characterize him he will be able to successfully institute conditions here that will prove acceptable to ninety per cent of the population. If there are any jealousies among the Philippines, they are confined to a few ambitious young men. The masses welcome the coming of the Americans and would be sorry to see them depart. All sorts of rumours emanating from Washington telegrams are rife in fleet and camp about the policy of the United States toward these islands, but those who are familiar with the Philippines and their riches are unanimous in hoping that the United States will either hold the islands permanently or take such steps as will prevent their being returned to Spain or given to any power or government which will not allow that freedom of trade, residence, and life which America and England demand.

The Spaniards in Manila were loth to believe the news of the destruction of Admiral Cervera's fleet and the return of Camera's from Suez to Spain. The first they branded as a lie fixed up by Americans and Britishers and the second they said was impossible, when the reports first came. Now they talk differently. Official reports have come from Spain and Governor-General Augustin is again disconsolate. There is little question that not only he but the rank and file of Spanish soldiers would like to surrender. The men that prevent are the higher intermediate officers who do not have to stay out in the trenches, who enjoy themselves in the cafes, and who hope to win glory at home by this pretended patriotism and refusal to yield. Admiral Dewey and General Anderson are well aware that there is little possibility of actually starving out the Spaniards except by a prolonged siege and hence when General Merritt comes decisive steps will probably be taken to force the surrender of Manila. If the Spaniards submit in response to the demand they will save Manila and their own lives; if not and a combined attack by sea and land follows, they only will be responsible for loss or life and property.

That Admiral Dewey is maintaining a stricter blockade is daily in evidence. Communication between Manila and Cavite is entirely cut off except by special permission of the Admiral granted at the request of some foreign Consul or man-of-war commander. The *McCulloch* and *Concord* make frequent trips up past the city to Malabon and beyond. The other day the British ship *Fort Stewart* arrived from Australia with coal. She tried to get up to Manila, was stopped, and ordered over to Cavite. When the Admiral found that she was not ordered to report to him with her cargo by instructions of her owners, he immediately sent her to sea. When any of the insurgent steamers come in or go out or even cross the bay, they report to the flagship.

The health of the American forces is excellent and beyond the highest expectations of the Generals. They seem to stand the heat, rains, and other conditions like veterans. Of course there are quite a number sick but not a large list. In fact the California and Oregon regiments have not a dozen men in all incapacitated from duty.

Manila Bay, 26th July.

Major General Merritt, provisional Governor-General of the Philippine islands, and his staff have arrived. The fast transport *Newport* came to anchor near the flagship yesterday, July 25, at 11.30 a.m., after the *Concord* had steamed out to meet her and escort her in to the fleet, signaling ahead that General Merritt was aboard. As soon as the *Newport* cast anchor, Admiral Dewey accompanied by Lieut. Brumby left the *Olympia* and steamed in the Admiral's barge alongside the transport to call on the General. The latter immediately returned the call and luncheoned with the Admiral. Later Generals Andersen and Greene came to pay their respects to the Commander-in-chief. This morning the disembarkation of the troops aboard will commence. They include three batteries of regular artillery, one of which is the famous Astor battery made up largely of rich but hardy and well trained young New York millionaires. The total number of men aboard the *Newport* is about 600. She made the trip from San Francisco in 23½ days, the record passage. The *Indiana*, *Ohio*, *City of Pasa*, *Morgan City*, and *Valencia* will arrive with 5,000 troops in three days more.



General Merritt left San Francisco June 29, reached Honolulu July 7, left there the following day, and passed Corregidor about 9 a.m. July 25, making 23½ steaming days. The other five ships being slower were left behind shortly after departure from Honolulu. Merritt did not know when he sailed from America that Camera's squadron had turned back and hence he pushed on with the purpose of surely getting here ahead of the Spaniards. His staff is made up of a picked lot of men and impress one most favourably. With him have come also about 25 civilians from the war and navy departments at Washington to act as clerks and general assistants in the civil work that will follow the occupation of Manila. They likewise are picked for their labours and not favoured politicians. General Merritt is an ideal man for his position. Not only is he a full Major-General in the regular army and ranking next to General Miles, with an excellent record in the Civil War and as an Indian fighter, but he is a fine specimen of physical manhood, standing fully six feet and weighing over 14 stone (about 200 pounds). He looks to be both soldier and diplomat. With him and Dewey to direct affairs America's interests in the Philippines will be well guarded, I am sure.

Manila Bay, 29th July.

The *Zafiro* is scheduled to leave this afternoon. It is a long time since she visited Hongkong and we are more accustomed to sending mails by British than by American vessels. The *Plover* which left a few days ago carried the most important news of recent date—the arrival of General Merritt on the *Newport*. At this writing the second part of the third expedition has not arrived but it is expected to-night or to-morrow morning. The *Monterey* will also be with us almost as soon and certainly before another week passes. General Merritt still keeps his head quarters on the *Newport* because it is much easier of access for both camps than if he went to either and there remained. As the *Newport* lies she is a little nearer Cavite than Camp Dewey below Malate, but a steam launch can reach the latter in 30 minutes from the American fleet. Boats are passing back and forth between Camp Dewey and Cavite at all hours and Bakor bay presents a very lively scene. The Spaniards can see with their own eyes that the Americans are not sleeping.

General Merritt has lost no time in sizing up the situation. He has already been on shore at Camp Dewey and made a personal reconnaissance with General Greene, even visiting the trenches of the insurgents and coming within reach of Spanish fire. The second day after the arrival of the General he sent out a corps of his best engineers to make a map of all the country surrounding Manila. There are still out and will remain until Sunday or Monday making a most careful survey. This morning General Merritt went to Cavite and made a personal inspection of it from one end to the other. The more one sees of him the more is he convinced that he is the right man for the place.

The chief point of discussion at the present moment, aside from the movements of the American forces, is the report that Mr. Legarda, one of the principal secretaries of Aguinaldo, has either deserted his leader or been captured by the Spaniards. The news is not fully confirmed and the insurgents themselves are very mysterious when asked any questions about Legarda. He certainly has disappeared from headquarters at Bakor and has not returned after a reasonable period of time. The first story circulated was that he went into Manila to treat with the Spaniards in regard to their possible surrender or to be there to stir up the natives to action when the insurgents should make a concerted attack on the city. The same story says that he returned from his mission to report to Aguinaldo and then went away on another mission. Another rumour is that he quarrelled with Aguinaldo and left him, either going into Manila or off into the country. Wherever he is the Philippines are much worried about him, although they strive to maintain an attitude of indifference. In my opinion Legarda is altogether too bright a man to think for a minute of joining the Spaniards and I do not myself believe the reports. It is more probable that he has been sent on important work which requires some time and that persons not understanding the situation here started the stories.

The insurgents are doing no special fighting now around Manila and the Spaniards seem to be keeping quiet also. There has been little firing for the past four or five days. This does not mean that there is any relaxation in the work of harassing the Spaniards by land and sea, for the lines are being drawn closer and closer, but actual use of shot and shell are temporarily stopped. From Manila we hear a variety of stories, but pay little attention to them, whether apparently true or false. There is no doubt that the Spaniards are greatly discouraged by the return of Camera's fleet from Suez and the failure of Spain to send reinforcements, but in the presence of foreigners whom they think may be impressed they indulge in much bragadocio about how they will repel the American troops and sink the American ships. The number of sick among Spanish soldiers is acknowledged to be very large, if the reports of foreign Consuls can be believed. This leads me to comment on the very remarkable condition of the American troops. Their health is the surprise of everybody. It is better than the most hopeful had expected. The large hospital force that accompanied the expeditions finds time hanging heavy on its hands. Out of 6,000 soldiers now here, 5,000 of whom are actually in the field, the total number reported sick and indisposed to-day is only 150 and this includes men who are simply excused from the day's routine and not quite up to the normal. If there was a call to arms where every man was viewed not over 100 would fail to appear at the posts of duty. 100 may be quite a large number viewed comparatively with home conditions, but when it is remembered that these men have all come from a northern climate into the heart of the tropics it is indeed surprising that the list is not larger. The physicians in charge say that the general physical condition of the rank and file is not only excellent but improving as the men become accustomed to the heat, food, and water.

This morning a man named Johnson, Co. D. 2nd Oregon Regiment, from Pendleton, Ore. on U.S.A., was buried with military honours. He died of dysentery. Yesterday a member of the California regiment was buried who died from the effects of a fall experienced on the steamer crossing the Pacific. The total number of deaths since the first expedition started in the latter part of May does not yet exceed ten, another remarkable record considering all conditions. During a squall which made the bay rough a few days ago one of the ordinary seamen of the *Olympia*, also named Johnson, was drowned. He was standing on the rail of a steam launch and, as it gave a sudden pitch, he lost his hold and fell overboard. Although supposed to be a good swimmer, he was never seen again. The launch and small boats kept cruising about for an hour over the spot but could find no trace of him. Admiral Dewey says that the health of the crews of his ships has never been better than now since they came out to the Asiatic station. They are all in fighting trim.

The *City of Peking* sails for San Francisco on Sunday, July 31st, and the *China* and *Colon* will soon follow her. The *Senator* and *Zealandia* will be ready a few days later. The second and larger portion of the third expedition consists of the *Indiana*, *Ohio*, *City of Para*, *Morgan City*, and *Valencia*, carrying in all about 4,500 men, who with the 500 on the *Newport* make a total of 5,000. Brigadier-General McArthur and staff come on the *Indiana*. The chief or principal detachments represented on these ships are battalions of the 23rd and 18th Regiments, regulars, several companies of engineers, signal corps, regiment North Dakota Volunteers, part of first Wyoming regiment volunteers, thirteenth Minnesota Regiment volunteers, first regiment Idaho volunteers, batteries of the 3rd Artillery, and hospital corps.

The French man-of-war *Pascal* arrived recently and failing to salute was reminded thereof by the Admiral, whereupon she steamed over to the vicinity of the *Olympia* and performed the function.

The German steamer *Trinidad* was to leave Singapore on the 23rd July for Manila, whence, after transferring her cargo of coal to the ships of the German squadron, she is to proceed to Kiaochau to be used, the *Free Press* says, as a hulk.

## ATTEMPTED RUSSIAN DOMINATION AT PEKING.

### M. PAVLOFF'S CONDUCT RESENTED.

[SPECIAL TELEGRAM TO THE "DAILY PRESS."]

SHANGHAI, 29th July.

A telegram received from Peking states that the Chinese are bitterly commenting on the recent behaviour of M. Pavloff at the Tsungli Yamen. On one occasion he threatened to leave Peking unless his demands, made to frighten the Ministers, were acquiesced in. On another occasion he told the Yamen the Czar's wishes must be obeyed. The Chinese complain that M. Pavloff treats China as a subject province.

### THE KWANGSI REBELLION.

From Wuchow we hear that on the 23rd and 24th July, at Watlam, the Imperial troops made an assault upon the rebels and killed over a thousand of them, the rest flying to the Ping-tin Mountains. The rebels comprise three different tribes, and dissensions having broken out amongst them the Imperial troops seized the opportunity to make an attack upon them.

The following proclamation was issued by the Prefect of Wuchow on the 25th July:—

"Whereas the district of Pakluk, in the prefecture of Watlam, and Yung-hsien were overrun with rebels, I, the Prefect, have wired repeatedly to the Viceroy and the Governors of the two Kwang to send soldiers to suppress the rising in different directions, and to instruct the Magistrates of the different districts to get ready village-volunteers for any emergency.

"With regard to the petition presented by the gentry and the merchants asking to be allowed to enlist local lukongs in all the cities and villages for the preservation of the peace against local treacherous people and outside rebels, the wages of the lukongs to be defrayed from a fund raised by the levying of one month's house rent on all the shops inside and outside the city, the landlord and the shopkeeper each paying one half of the sum so levied, and stating that the gentry and merchants themselves would raise a subscription to provide arms and ammunition, I, the Prefect, therefore issue this proclamation to let the people know of this commendable and loyal action on the part of the gentry and merchants in the engagement of local lukongs which will be not only useful for coping with the rebels, but will also be a great protection to property and shops.

"All the shops should be prepared to hand to the committee one month's house rent, paid by the landlord and the shopkeeper conjointly, as wages for the lukongs. As to arms and ammunition, the gentry and merchants as well as the common people should try to subscribe a good sum, which is to be handed to me, and I will write to the British Consul and the Commissioner of Customs requesting them to buy munitions of war on our behalf. All the other regulations have been written out by the gentry for my consideration. You people should come forward cheerfully, with subscriptions, so as to bring the movement to perfection. We will thereby enjoy happiness and peace, which is my utmost desire.

"Obey this notification

"Dated the 7th day of the 6th moon."

### THE CHINESE WIFE MURDERER.

#### EXECUTION.

In Victoria Goal on Wednesday morning Wan Hung, the Chinaman who murdered his wife by cutting her throat last September, was executed.

Commander Hastings subsequently held an inquest on the body, the jury being composed of Messrs. J. M. B. Botelho, L. C. do Rozario, and C. T. Robinson.

R. H. Craig, chief warden in the gaol, said—The body the jury have just viewed is that of Wan Hung, who was admitted into the gaol under sentence of death passed upon him in the Supreme Court on the 15th July. I produce the Governor's order for the execution, which was duly carried out at 5.50 a.m. in the presence of the Superintendent of the Gaol, Dr. Thomson, and myself.

Dr. Thomson, medical officer in charge of the gaol, said—I was present this morning at



the execution of Wan Hung. Death was instantaneous. I examined the body at 6-30 and found the cause of death to be dislocation of the neck, between the first and second bones of the neck.

The jury's verdict was, "Death by hanging in accordance with the sentence of the law."

### THE "COSMOPOLIT" ASHORE.

#### POSITION HOPELESS.

Messrs. Lants, Wegener & Co. inform us that they have received the following telegram from Vladivostok, dated 28th July:—"Cosmopolit went ashore at Cape Aniwa during a fog. Assistance has been sent. Position hopeful."

The same firm has since received the following telegram:—"Cosmopolit, position hopeless, bottom broken."

### THE ASSESSMENT.

The following report on the assessment for 1898-99 by Mr. A. Chapman, assessor, is published in the *Government Gazette*:

The City of Victoria.—The result of the new valuation is that the rateable value of the city of Victoria is, in the list which came into force on the 1st instant, \$3,828,577 as compared with last year's (1897-98) assessment \$3,444,514—an increase in rateable value of \$384,063, equivalent to 11.14 per cent.

The Hill District.—The rateable value of the Hill District is now \$138,765 against \$117,435 last year—an increase of \$21,330, or 18.16 per cent.

Hongkong Villages.—There is an increase of \$20,446 or 13.44 per cent. in the rateable value of the Hongkong villages, which is now \$172,543 against \$172,097 last year.

Kowloon Point.—The rateable value of this portion of the Kowloon peninsula is now \$137,335 as compared with \$118,970 last year—an increase of \$18,365, or 15.43 per cent.

Kowloon Villages.—The rateable value of the Kowloon villages (which include Yaumati and Hunghom) is now \$244,727—an increase of \$37,241, or 17.94 per cent. over last year's figure of \$207,486.

The Whole Colony.—The rateable value of the whole colony is now \$4,521,947 as compared with last year's assessment of \$4,040,502—an increase of \$481,445, or 11.91 per cent.

Interim Valuations.—During the period from 1st July, 1897, to 1st June, 1898, interim valuations have been as follows:—

In the City of Victoria.	
222 new tenements, rateable value	\$162,310
53 improved tenements, rateable value	\$43,480
Replacing assessments amounting to	29,575
	13,905
	\$176,215

69 assessments cancelled, tenements pulled down, or being in other respects not rateable	21,980
--	--------

Increase in city of Victoria...\$154,235

In the rest of the Colony.	
237 new tenements, rateable value	\$63,674
8 improved tenements, rateable value	\$15,845
Replacing assessments amounting to	7,745
	8,100
	\$71,774

147 assessments cancelled, tenements pulled down, or being in other respects not rateable	18,546
---	--------

Increase in rest of the colony...\$53,228

The total number of tenements affected by interim valuations being 696 and the increase in rateable value \$207,463.

The number of reported vacant tenements in the city of Victoria inspected under section 35 of the Rating Ordinance averaged about 125 monthly against 170 last year.

### THE U. S. VICE-CONSULAR APPOINTMENT AT CANTON.

The signatories of the protest lodged with the American Consul at Canton against the recent appointment of an American Vice-Consul at that port write us as follows:—

"Canton, 2nd August 1898.

"As a considerable variety of opinion seems to exist as to the signatories of the protest lodged by us with the American Consul against the recent appointment of an American Vice-Consul at this port, we the signatories thereto think it advisable to furnish you with a copy of that protest and to request the favour of your making it public in your columns."

#### THE PROTEST.

Canton, 18th July, 1898.

Sir,—Referring to your "Notice to the Public of Canton" dated the 14th inst. and reading as follows:—

"Henry R. Williams, Esq., of California, has been appointed Vice-Consul of the United States at Canton."

We the undersigned, merchants and traders at Canton, would beg respectfully to point out to you that it is highly undesirable that anyone engaged in mercantile pursuits should act as Vice-Consul of the United States.

We would wish it to be most clearly and unmistakably understood that we have not the slightest objection to Mr. Henry R. Williams personally and could not wish for a better official were he not at the same time the active representative of Messrs. Flood, Kirch & Co. at this port, in which capacity he is brought into direct mercantile competition with all these firms engaged in business with the United States.

The peculiar conditions of American Trade, involving as they do the most intimate relation between Consuls and shippers, are well known to you, and it is therefore quite unnecessary to enter more particularly into the very obvious reasons why the appointment of a member of the mercantile community to the post of United States Vice-Consul is opposed to all commercial etiquette, and distasteful to merchants generally.

We might mention that a similar appointment was made by the late Consul Hon. Chas. Seymour, who selected Mr. G. D. Fearon, of Messrs. Deacon & Co., for the post. On discovering the general antipathy to the appointment, Mr. Fearon at once resigned, and thus any official correspondence with the authorities at Washington was happily avoided.

We would be glad, in the present instance, to avoid any reference to the Home Authorities and therefore place our interests in your hands, feeling sure you will give them every consideration.—We are, sir, your obedient servants,

(Here follow the signatures of the following firms)

REUTER, BROCKELMANN & Co.

ARNHOLD, KARBERG & Co.

MELCHERS & Co.

HARLING, BUSCHMANN & MENZELL

LAUTS, WEGENER & Co.

CARLOWITZ & Co.

JARDINE, MATHESON & Co.

BUTTERFIELD & SWIRE

HERBERT DENT & Co.

ROWE & Co.

DEACON & Co.

SHEWAN, TOMES & Co.

SIEMSEN & Co.

To the Hon. E. Bedloe, United States Consul, Canton.

### HONGKONG AND SHANGHAI BANKING CORPORATION.

The following is the sixty-sixth report of the Court of Directors to the ordinary half-yearly general meeting of shareholders to be held at the city hall, on Saturday, 13th August:—

To the Proprietors of the Hongkong and Shanghai Banking Corporation.

Gentlemen,—The Directors have now to submit to you a general statement of the affairs of the Bank, and balance sheet for the half-year ending 30th June, 1898.

The net profits for that period, including \$298,863.22, balance brought forward from last account, after paying all charges, deducting interest paid and due, and making provision

for bad and doubtful accounts, amount to \$2,685,395.02.

The Directors recommend the transfer of \$1,000,000 from the Profit and Loss Account to credit of Reserve Fund, which fund will then stand at \$9,000,000.

They also recommend writing off Bank Premises Account the sum of \$250,000.

After making these transfers and deducting remuneration to Directors there remains for appropriation \$1,420,395.02, out of which the Directors recommend a dividend of one pound and five shillings sterling per share, which will absorb \$444,444.44.

The difference in exchange between 4s. 6d., the rate at which the dividend is declared, and 1s. 11d., the rate of the day, amounts to \$599,033.82.

The balance \$376,916.76 to be carried to new profit and loss account.

#### DIRECTORS.

Mr. G. B. Dodwell and Mr. G. D. Böning having resigned their seats on leaving the colony, Mr. A. McConachie and Mr. P. Sachse have been invited to fill the vacancies. These appointments require confirmation at this meeting.

#### AUDITORS.

The accounts have been audited by Mr. C. S. Sharp and Mr. S. G. Bird.

J. J. BELL-IRVING, Chairman.

Hongkong, 30th July, 1898.

#### ABSTRACT OF ASSETS AND LIABILITIES, 30TH JUNE, 1898.

LIABILITIES.	\$	c.
Paid-up capital	10,000,000.00	
Reserve fund	8,000,000.00	
Marine insurance account	250,000.00	
Notes in circulation	9,342,568.18	
Current accounts—		
Silver	\$48,051,168.45	
Gold, £6,6 6,984 8s 8d.=	68,581,866.43	
	116,633,034.93	
Fixed deposits—		
Silver	\$30,552,284.95	
Gold, £2,6 6,881 7s 5d.=	27,174,388.81	
	57,726,673.79	
Bills payable (including drafts on London bankers and short sight drawings on London office against bills receivable and bullion shipments)	17,293,785.85	
Profit and loss account	2,685,395.02	
	\$221,931,457.77	

ASSETS.	\$	c.
Cash	38,149,199.45	
Bullion in hand and in transit	6,926,873.93	
Indian and Colonial securities	5,173,373.82	
Investments, viz.:—		
£250,000.00 2½ per cent. consols lodged with the Bank of England as a special London reserve	\$1,900,000.00	
£481,000.00 consols and other sterling securities	4,992,000.00	
	6,892,000.00	
Bills discounted, loans and credits	87,550,970.03	
Bills receivable	76,290,818.89	
Bank premises	948,222.15	
	\$221,931,457.77	

#### GENERAL PROFIT AND LOSS ACCOUNT, 30TH JUNE, 1898.

Dr.	\$	c.
To amounts written off:—		
Remuneration to directors	15,000.00	
To dividend account:—		
£1 5s. per share on 80,000 shares=		
£100,000 at 4s 6d.	444,444.44	
To dividend adjustment account:—		
Difference in exchange between 4s. 6d., the rate at which the dividend is declared, and 1s. 11d., the rate of the day	599,033.82	
To transfer to reserve fund	1,000,000.00	
To transfer to bank premises account	250,000.00	
To balance carried forward to next half-year	376,916.76	
	\$2,685,395.02	

Cr.	\$	c.
By balance of undivided profits, 31st December, 1897...	\$ 298,863.22	
By amount of net profits for the six months ending 30th June, 1898, after making provision for bad and doubtful debts, deducting all expenses and interest paid and due	2,386,531.80	
	2,685,395.02	

RESERVE FUND.	\$	c.
To balance	9,000,000.00	
By balance, 31st December, 1897	8,000,000.00	
By transfer from profit and loss account	1,000,000.00	
	\$9,000,000.00	



# HONGKONG AND SHANGHAI BANK DIVIDENDS.

The following statement shows the dividends paid by the Hongkong and Shanghai Bank during the past twenty years:—

	First 6-mos.	Second 6-mos.
1878 .....	£1 0	£1 0
79 .....	1 0	1 0
80 .....	1 5	1 10
81 .....	1 10	* 2 0
82 .....	1 10	* 2 10
83 .....	2 0	2 0
84 .....	2 0	2 0
85 .....	2 0	* 2 10
86 .....	2 0	1 10
87 .....	1 10	1 10
88 .....	1 10	1 10
89 .....	1 10	* 2 10
90 .....	2 10	† 3 0
91 .....	1 10	1 10
92 .....	1 0	1 0
93 .....	1 0	1 0
94 .....	1 0	1 5
95 .....	1 5	1 5
96 .....	1 5	1 5
97 .....	1 5	1 5
98 .....	1 5	—

\* Includes bonus of 10s. † Includes bonus of £1.  
‡ Includes bonus of £1 10s.

## HONGKONG, CANTON, AND MACAO STEAM-BOAT COMPANY, LIMITED.

The 64th ordinary half-yearly meeting of the shareholders in the above company was held at the office of the company, No. 18, Bank Buildings, Queen's Road Central, at noon on 2nd Aug. for the purpose of receiving a report of the directors, together with a statement of accounts, declaring a dividend, and electing directors and auditors. In the absence of Mr. E. R. Belilios, the chair was occupied by Mr. J. J. Bell-Irving, there being also present Messrs. F. A. Gomes, N. A. Siebs (directors), T. Arnold (secretary), D. Gillies, A. Ellis, E. J. Moses, A. A. Cruz, E. H. Joseph, J. R. Michael, J. M. Goosmann, H. M. Mehta, Wo Hon, E. Georg, J. H. Cox, and Captain W. E. Clarke.

The SECRETARY read the notice convening the meeting.

The CHAIRMAN said—Before proceeding with the business of the meeting I desire to mention that the secretary received a note this morning stating that owing to indisposition our chairman would be unable to preside. I am sure you will all learn with regret the reason why Mr. Belilios is not in the chair. With your premission the report and accounts having now been in your hands for several days, I propose that, in accordance with usual custom, they be taken as read. At our last meeting a wish was expressed that the company should adopt a somewhat firmer attitude in dealing with the native opposition on the river. Your directors had at that time already in contemplation the adoption of some such measures as those suggested, and were glad to have an expression of opinion from the meeting which strengthened them in their resolve. The measures adopted have naturally had the effect of diminishing the earnings of our steamers; consequently your directors think it prudent, in view of contingencies, to recommend the payment of a dividend somewhat smaller than the usual one and to husband our resources by carrying forward a substantial sum to next half-year's accounts. With regard to the unfortunate collision between the *Powan* and *Kwanglee*, which I mentioned at our last meeting, I regret that such slow progress has been made towards a settlement. The matter is still occupying our Law Courts, but I think it due to shareholders to say that with the view of avoiding heavy legal expenses, an effort was made by your board to settle the question of damages amicably before litigation commenced. The judgment in the case is exactly in accord with the terms upon which we offered to come to a settlement. That judgment was appealed against by the owners of the *Kwanglee*, but was affirmed by the Court of Appeal, and considering the carefully worded decision and the numerous cases cited therein by our learned judges, and the circumstances connected with the collision, it is highly improbable that the appeal to the Privy Council with which we are now threatened will succeed. The loss is one essentially appertaining to in-

surance, and such proportion as may not be recoverable under our policies will, as stated in the report, be charged to the depreciation and insurance fund. When last we met I said that the board in conjunction with the other companies interested in the trade would shortly be considering the question of building for the West River, and as you will have observed in the accounts, a beginning in that direction has been made by the order of two tow-boats and four lighters. These are for the direct line from Hongkong and the company's interests in them is one third. No steps towards ordering larger steamers for the line from Canton to Wuchow have been taken pending settlement of the question of routes and places of call. Hitherto we have been at a disadvantage on this line by being bound down to one particular route and to certain places of call, whereas our competitors the Chinese Companies are allowed to take any route they choose and to call where they like. The only remark called for in connection with our investments is that the item of loans on mortgage has decreased by about \$19,000 and our investments in shares increased by a similar amount. Before proposing the adoption of the report and accounts I shall be pleased to answer any questions in connection therewith which shareholders may wish to put.

No questions were asked and

The CHAIRMAN proposed the adoption of the report.

Mr. GILLIES second.

Carried.

Mr. GEORG proposed the re-election of Messrs. N. A. Siebs and C. Buermann as directors.

Mr. MICHAEL seconded.

Carried.

Mr. JOSEPH proposed the re-election of Messrs. A. O'D. Gourdin and F. Henderson as auditors.

Mr. MOSES seconded.

Carried.

The CHAIRMAN—I thank you for your attendance. Dividend warrants will be posted to-morrow morning. Dividends will be given to those who apply for them at ten o'clock to-morrow morning.

The proceedings then terminated.

## KAUB.

### REPORT FOR THE FIVE WEEKS ENDING ON 5TH JULY, 1898.

I returned to Singapore on the 6th June, very much better in health, and arrived in Raub on 19th June.

I found everything had been going on very satisfactorily during my absence, and I think Mr. Whyte and the European staff deserve very great credit for the way the works have been carried on. I also congratulate shareholders on the improved prospects.

While in Europe I furnished manufacturers with full details to enable them to tender for the electrical machinery. The contract was eventually let to Messrs. Johnson and Phillips, of London, who have the reputation of being one of the best firms in England for the construction of electrical power plants.

Since my return I have been busy examining the works at the different mines and works on the electric installation.

Raub Hole.—In this section I found that the chute of ore, worked so long and profitably by this Company, had "died out," in fact come to an end. The immediate cause of this was a fault in the country, but it had shown signs of giving out for some time. A good deal of prospecting has been done to try and pick it up again, but without result, and I have therefore stopped all work in the south end of the mine.

Main West Crosscut.—All work has been stopped in this drive at present. The country on the line of the western lode, to test which this crosscut was put in, is very much disturbed and broken up, and is not of a promising character, I therefore do not think it advisable to do any more work here at present.

Main North Drive, 220 feet Level.—In this drive prospects look much more promising; a narrow chute of fairly rich ore has been struck at a distance of 375 feet north from the crosscut No. 2 shaft. This is a continuation of a chute of ore worked several years ago from the surface down to the 120 feet level. We have therefore

100 feet of backs to work above the 220 feet level and as the ore is fairly rich, it will turn out a good deal of gold. It also appears to be going down strong under foot. I am continuing the main drive north in hope of cutting other chutes of ore. The face of the drive is now in broken ground, with quartz on the east side, which I have not yet shot down to see what it is. There have been years of costly exploration work done in this level, with, I am sorry to say, poor results so far, but I am sanguine we shall yet be more than repaid.

Bukit Hitam.—A little over half a mile north of the Raub Hole, on the west side of the railway, is a low hill, almost surrounded by swamps, which has been worked right across from swamp to swamp by the natives. It is a place I have long had a good opinion of and a little while before leaving for England I started to sink a small prospecting shaft, 7 feet by 4 feet clear of timber, to test the lode below the native workings. The shaft was sunk to a little over 60 feet when we had to stop work owing to the water becoming too much for manual labour. Taking advantage of the recent dry weather, Mr. Whyte put a small pump in this shaft and succeeded in sinking it to a depth of 74 feet. At this depth what appears to be the lode was struck coming in from the east and from the old native workings. Unfortunately, as soon as the lode was struck, the water became too strong for the pump, so it had to be drawn to save it from being drowned. We were able to get out a few buckets of quartz from the lode, almost every piece of which carries fair gold. I think we shall have a good mine here. I am now engaged putting in a larger pump and more boiler power and hope to have it at work by the end of the present week. I think it will prove a very important discovery, as it opens up a large extent of untried country between Raub Hole and Bukit Koman.

Bukit Koman.—In this section development work has been pushed steadily on and large additions made to the ore reserves both in the 140 feet and 250 feet levels. In the former level it is from 1,600 feet to 1,700 feet between the two faces, both of which expose a large lode—how wide I cannot say—and both faces show fair gold. The stopes continue to turn out large quantities of first class ore. Up to the present only about one-sixth of the backs over this level have been worked.

No. 2 Level.—This level is now about 800 feet from face to face and carries a good strong lode all the way.

In the North face, the drive is being taken in 10 feet with quartz showing on both sides and a little gold showing all through South End Same Level. The lode formation is fully 20 feet wide, of which 16 feet is crushing stuff. Some very fair gold can be seen in this face.

Two winzes have also been sunk, one north and one south of the main crosscut. These winzes are in crushing stuff all the way.

Few mines can show larger quantities of payable ore than is waiting here to be taken out.

Bukit Jellis.—Marking out the site for this shaft was one of the last things I did before leaving for England. A start to prepare the site was made on the 12th July, 1897, and sinking started a week or two later. The shaft is 14 feet by 5 feet clear of timber, and is timbered throughout with 8 inches by 4 inches sawn timber. No timber has been used in this work but merbau or penagra of the very best kind. The shaft will eventually be divided into three compartments, two for hauling with cages, and one for pumps and ladderway. There is an adit driven from the level of the swamps, 6 feet 6 inches by 4 feet 6 inches, to carry off the water from the pumps, and is timbered throughout with sawn timber. At this level, 48 feet, the first opening sets have been fixed to open out at the old tunnel level. This tunnel has been driven 396 feet into the hill, which is about 200 feet high. There is a very large quantity of payable ore above this level, which I estimate at thousands of tons. This will be the Level. At 100 feet below this a "plat" or "station" has been cut the full width of the shaft and 10 feet in the clear. This is No. 2 Level. At 100 feet below this another plat has been cut, the same size as No. 2. This will be No. 3 Level. The shaft is now down 310 feet from the collar-surface. It is intended to sink it to a depth of 360 feet



leaving 10 feet of a well and opening out No. 4 Level at 350 feet. I then propose to drive all of these levels at once so as to facilitate the work. The shaft is drained by an 8 in. draw-lift down to 250 feet and a 6 inch draw lift to the bottom. A steam winding plant hauls the dirt from the shaft. The sinking has been through hard black slate, diorite and quartz. Now comes the most pleasing part of my work. On Saturday last the European in charge of the work, Mr. Rowe, sent in to the office two boxes containing a quantity of quartz in which nice gold could be seen, this being the first gold got in the shaft. He afterwards sent in several more lots, and yesterday he brought in two kerosine tins full of the finest specimens I have seen at Raub, a sample of which I send to the Directors. This I consider to be one of the most important discoveries yet made on Raub and is, I believe, the deepest gold yet found on the Malay Peninsula, and is of great mining importance to the State, as showing that payable gold is to be found in depth.

It is hardly a year since this work was started and it has been principally carried out by Chinese and Malay coolies—most of whom had never been down a shaft before—under the supervision of one European miner and the engineer. This will bear favourable comparison with similar work in any part of the world.

I intend fitting this shaft altogether with electric machinery for pumping, hauling and lighting purposes.

**Battery.**—The usual clean up for May and June took place on Monday last and resulted in a yield of 2,140 ozs. 14 dwts. 0 grs. of smelted gold from 2,287 tons of quartz. Four days were lost in all during the period, owing to repairs and breakages, the fact being that the machinery badly wants a thorough overhauling but we cannot spare the time to do it.

Crushing was resumed again the same night at 9 p.m. and has continued steadily since. Our water supply is getting very low and unless we get rain within the next forty-eight hours the mill will have to stop. The whole of the stuff crushed, with the exception of 42 tons from the new chute in the 220 feet Level Raub Holes came from Bukit Koman.

**Electric Installation.**—Steady progress is being made with this work. There is still a lot of blasting to be done on the flume-line and power station, the rock in both places being extremely hard. I have let a contract to drive a short tunnel on the flume trace 360 feet long, 30 carpenters and 2 blacksmiths have been put to work on the flume, and work has been started to put in the dam to turn the water into the flume. This I consider to be the most difficult job of the whole work, as the gorge in which it is to be built is rock bound, and the dam will have to stand the full force of floods sweeping over it. Owing to the rapid fall in the river these floods come down with very great force, often sweeping logs, trees and rock before them. These will have to go right over the top of the dam.

The cable track between the power station and the mines has the timber felled on it for about half the distance. This is rather a big job as on some of the steep hill-sides a very great width has to be cleared owing to the country over which the cable is to be carried being so rugged and precipitous. The greatest trouble we shall have will be fixing the posts on the side of these precipitous ranges.

WM. BIBBY, Mine Manager.

#### POLO.

The second quarterly tournament for the Challenge Cup presented by the Hon. F. H. May has been somewhat delayed this year owing to the inclemency of the weather. The first tie was played off on 27th July, when the Royal Artillery met the Civilians. The R. A. were represented by Captain Thwaites (No. 1), Mr. Hudson (No. 2), Capt. Simmonds (No. 3), and Captain Burney (Capt. back); while Mr. Cox (No. 1), Mr. J. Hastings (No. 2), Mr. Gresson (No. 3), and the Hon. T. H. Whitehead (back) did duty for the Civilians. Mr. May was unable to play for the Civilians through indisposition.

For the first few minutes the play was very tisky and it was not till Mr. Hastings, taking

on the ball from a good backhander by Mr. Whitehead, made a good run, being only stopped by Capt. Burney, that some life was infused into the game. Capt. Simmonds replied by a very pretty run, which took the ball back to the Civilians' twenty-five. Then by dint of a lot of good play Mr. Hastings worked the ball back again and scored a subsidiary. Captain Simmonds almost immediately replied with a subsidiary for the R. A., and shortly afterwards, Mr. Whitehead being well ridden off by Capt. Thwaites, the same player scored a goal. Ends were changed and it was not long before Mr. Hastings got possession and, carrying the ball down the side line, sent it right in front of goal by a beautiful cut and out of the mêlée that ensued scored a goal with a fine backhander.

On change of ends Mr. Hastings was again at work and being well assisted by the No. 1 (Mr. Cox) carried the ball right up to the R. A. goal, leaving Mr. Gresson an easy shot, which unfortunately went wide. The R. A. replied and a nice piece of combined play on the part of the forwards and Capt. Simmonds carried the ball back again, Capt. Simmonds scoring a subsidiary.

#### WATER POLO LEAGUE.

The following is the official table of results to the 31st July.

V.R.C. No.	Matches				Goals		Pts.
	Played.	Won.	Drawn.	Lost.	for.	agst.	
No. 1	2	2	0	0	26	1	6
No. 2	3	2	0	1	14	12	4
King's Own No. 1	2	0	0	2	3	10	0
No. 2	2	0	0	2	1	21	0

#### MACAO AND THE WEST RIVER TRADE.

We translate the following from the *Echo Macaense* :—

We hear that the Chinese merchants have obtained from the Department of Reorganisation at Canton permission for steam-launches to tow junks from Macao to the neighbouring ports, as has already been permitted in the case of the Sekki junk, but the launches must not carry cargo and consequently will not be subject to the regulations relative to steam navigation. It is, nevertheless, an important concession, because junks will be able to make their voyages with greater regularity and rapidity.

In the meantime we hear the H.E. the Governor of Macao has obtained from the Inspector-General of the Imperial Chinese Customs, Sir Robert Hurt, a promise that steam-launches may go direct from Macao to any port on the West River without having to present their manifests of cargo at the Custom-house at a treaty port, as is now required. There can be no reason for refusing this concession when once the duties due to the Imperial revenue are secured, the Customs charges being levied at the Lappa Customs. We hope that an arrangement will be made as soon as possible for a *modus vivendi* between the Macao Government and the Imperial Chinese Customs which will permit of free steam navigation between Macao and the West River ports this side of Samshui.

#### CORRESPONDENCE

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

TO THE EDITOR OF THE "DAILY PRESS."

Dear Sir,—In your issue of the 27th ultimo there appears a telegram copied from the *Times* of Ceylon and Rangoon Gazette describing the reception of the Spanish prisoners after the recent sea fight off Santiago, and publishing also a statement alleged to have been made by Admiral Cervera regarding the guns which his flagship *Cristobal Colon* lacked and which were doubtless resting in the pockets of the Spanish Superintendent of Ordnance.

This statement is nothing short of falsity, brought about by those people who have an ill-will against the Spanish nation and are ignorant of the well recognized honesty of the Spanish officials, in whose names I lay here a protest. I can, moreover, affirm that Admiral Cervera is not a man capable of making such a statement as the above.—Yours faithfully,

FRAN. LAZA.

Hongkong, 3rd August, 1898.

#### THE RAILWAY FROM PEKING TO HANKOW.

##### THE CONTRACT WITH THE BELGIANS.

We (*China Gazette*) lay before our readers the contract made between Sheng Taotai and the Russo-Chinese Bank, nominally through the Belgian Syndicate, for the construction of the Lu-Han Railway, which is a very different enterprise from the original project, the contract for which was published in these columns on July 16th last year. We give the context from M. Hubert's French text, also an English translation, from which it will be seen that the Belgians have practically transferred their contract to the Russian Government, all the money being Russian, the Russo-Chinese Bank openly holding 78,000 out of the 225,000 shares, while it practically owns the remaining 125,000 shares. The Belgians, in short, only find the *personnel* and *matériel* for the construction of the line, the Russo-Chinese Bank is the real owner of the Railway and will work and control it. It is a most transparent arrangement from beginning to end, and is a splendid monument to the audacity and courage of Russia's endeavours to seize the heart of China and to challenge Great Britain for the Yangtze Valley.

##### FINAL CONTRACT ENTERED INTO AS A RESULT OF CONTRACTS RELATIVE TO A LOAN CONTRACTED IN BELGIUM.

1.—The Tsungli Yamen must officially notify the Belgian Minister in Peking of the Imperial Decree received by their Excellencies the Viceroy of Pechili and of Hu-Kwang the 14th day of the 9th month of the 22nd year of Kwang-Hsu (20th October, 1896), authorising the contracting of a foreign loan for the construction of a railway from Lou-kou-chiao (near Peking) to Hankow.

2.—The Imperial Chinese Government places the general direction of this enterprise in the hands of H. E. Sheng-ta-yen.

3.—The Director-General of Railways Sheng-ta-yen and M. Hubert, the representative of the Belgian syndicate, undertake the construction of the said railway, after an understanding has been come to regarding the present definite contract under the conditions following :—

Art. 1.—A copy of the Imperial Decree of the 20th October, 1896, to be attached to the present contract. The decree authorises the General Railway Company to undertake the construction of the Lu-Han line which covers a distance of about 1,300 kilometres.

The General Company having already a capital of 13,000,000 taels, H.M. the Emperor authorises the Viceroy of Pechili and of Hu-Kwang that the Director-General Sheng-ta-yen having contracted a European loan for the purpose of completing its construction.

Herewith the resumé of the Imperial Decree. "Upon the proposition of the Viceroy of Pechili and of Hu-Kwang a General Company has been formed to construct a railway between Lou-kou-chiao and Hankow and a loan has been contracted in Europe by this company for the purpose of completing the enterprise.

"The expectant official of the fourth class Sheng Chuang-Houai is nominated the head of this company under the title of Superintendent of Railways."

As a result the Viceroy of Pechili and of Hu Kwang, with Sheng-ta-yen, in conformity with the Imperial Decree, decided to negotiate a foreign loan with interest at 5 per cent. This loan of 11,500,000 francs, corresponding to £4,500,000, as stipulated in the preceding contract signed at Wuchang will take the name of "The 5 per cent Chinese Railways Loan of 1898."

Art. 2.—This loan is to be divided into 225,000 parts or scrip of 500 francs each.

The text of the scrip is to be annexed to the present contract.

These scrip are to be stamped with the seal of the Viceroy of Pechili and of Hu-Kwang as also that of the Superintendent of Railways.

Each scrip contains one to five in numbers. The numbers of the scrip will be advised at a convenient time by the Belgian Syndicate through the bank which undertakes the issue.

The cost of printing the scrip is to be paid by the Belgian Syndicate.

The interest of 5 per cent. per annum will



be paid in francs and in gold, from the proceeds of the payment of capital, every six months, the 1st March and 1st September of each year.

Art. 3.—The repayment of the loan is placed at twenty years and for withdrawal, after a table annexed herewith, the year is placed at 1909. The drawing will take place every year on the second Tuesday of the month of January, to finish on the second Tuesday of January, 1909. The numbers drawn will be published in four daily journals at the expense of the Belgian Syndicate.

Art. 4.—The numbers drawn will be repaid at par on the date of the next payment of interest. The scrip must be returned with the coupons for interest to run. If these coupons are detached, their value will be deducted from the par value repaid. No further interest will be paid on capital already redeemed.

Art. 5.—China cannot repay, wholly or in part, the capital borrowed before 1907; but after 1907 the repayments can be made at any moment and once that a repayment has been made, the present contract is entirely nullified.

Art. 6.—The Belgian Syndicate will designate the place in Europe where they will make the payments of interest to facilitate the repayment of scrip whereof the numbers have been drawn by lot. These payments will be made in francs.

The Belgian Syndicate will equitably designate the Bankers who are charged with the payment and issue of scrip.

Art. 7.—The payments of interest and the return of the scrip are authorized by the Imperial Government and will be made previous to all other payments.

The income of the said railway, after deducting working expenses and improvements will be devoted at first to the use of the loan, the performance of which is mentioned in the rules of exploitation annexed herewith. This rule, elaborated after consultation between the Chinese General Company and the Belgian Syndicate, has the same force as the present contract and cannot be changed or modified before the total repayment of the loan.

Art. 8.—Upon the commencement of the said railway, the net results, less the expenses, are to be remitted by the General Company to the Belgian Syndicate, in order that they may be deposited in the Central Bank of Brussels or the one designated by the latter. The bank must immediately convert this deposit into gold to the advantage and profit of the General Company, sufficient to pay interest and capital for the following six months in such manner that each payment is to be taken three months in advance.

The bank which receives the deposit must make the production of interest to the profit of the General Company. The sum destined for payments cannot be withdrawn from the deposit before twenty days before the date of payment.

Art. 9.—The bank which receives the deposit of sums accruing from the loan can take from this deposit, during the period of construction of the line, the necessary sums for effecting the payment of the half-yearly interest, without the necessity of a special authorization to this effect.

Art. 10.—The General Company, in order to show its solvency and good faith, consent to give to the loan, under the form of a chief guarantee, the railway line from Lu-kou-chiao to Hankow with the rolling stock and lines of improvement.

The Belgian Syndicate engage to accept, in the name of the capitalists, the said guarantee.

Should the said General Company be unable to fulfil its engagements relative to the payment of interest and the repayment of capital, or, if the Belgian Syndicate replaces it with another Syndicate, the capitalists can deal in an effective manner with the guarantee herewith in order to protect their interests.

Art. 11.—The guarantee mentioned in Art. 10 cannot destroy the effect of the conditions contained in Article 7.

In cases where remittances deposited in the bank through the intervention of the Belgian Syndicate, three months previous to the time of payment, is judged insufficient, China must find the means of completing them, under advice of the bank charged with the duty of these payments, of which advice will be given sixty days before the date of payment.

Art. 12.—The bank in question must, every six months, have already in hand the payment to effect the six months following. It must take from the depot the necessary sums for remitting when able to the bank charged with the business of payments.

Art. 13.—The bank charged with the duty of payment of interest and of capital redeemable by regular drawings or by forestalling repayments, receives a commission of 0.25 per cent. that is to say, 125 for £10,000. This commission will be paid out of the general expenses of the works.

In the case of a deficiency China will complete the sum.

Art. 14.—China consents to authorise, in conformity with Article 9 of the present contract, as far as she possibly can, the issue of these scrip. Therefore all the scrip and coupons with interest, as well as the movement of the funds provided in the said loan are exempt from all taxation, in order to facilitate the enterprise.

Art. 15.—The interest on scrip which have not been touched at the end of five years will be to the profit of China, likewise with scrip whose numbers have been drawn by lot of which repayment has not been demanded during a period of thirty years.

The scrip the possessors of which have died, becomes the property of their heirs in accordance with the law of the country of the deceased.

The payments of interest and of capital must be made regularly without distinction of the conditions of the country or of war and whether the holder of scrip is a friend or an enemy.

In case of scrip having been stolen, lost, or destroyed, the holder can make a declaration to the General Company who will deliver him new scrip if proof of the declaration is considered well-founded or justifiable.

Art. 16.—The Tsungli Yamen are to telegraph to the Chinese Minister to notify the Brussels and Paris markets of the loan authorized by the Imperial Government in order that the scrip may be quoted on the said markets.

Art. 17.—The present loan of 112,500,000 francs, the Belgian syndicate will immediately purchase for 39,000,000 francs, 78,000 scrip at 500 francs each. This sale-purchase has been accepted with a discount of 10 per cent. that is to say for a sum of 35,100,000 francs only.

Interest on this 39,100,000 francs will be paid to the section of deposits effected in accordance with Article 18 following.

Art. 18.—The Belgian Syndicate will deposit with the Russo-Chinese Bank in Shanghai a first instalment of 3,600,000 francs of the 39,000,000 francs. The balance will be transmitted to a bank designated by common accord by Sheng-ta-yen and the Belgian Syndicate after which the Russo-Chinese Bank in Paris will receive the 78,000 scrip which is the first object. The other 147,000 scrip will also be deposited in the same bank.

The Russo-Chinese Bank and the other bankers to be finally designated at a meeting will place the moneys deposited at the disposition of the General Company. The method of payment is stipulated in Article 20 following. The bank will pay interest on the sums deposited which will be to the profit and advantage of the General Company.

Art. 19.—The General Company has already a capital of 13,000,000 taels.

As the Lou-Han line must be first executed, on one side by the trunk line of Lou-kou-chiao to Pao-ting-fu—145 kilometres—and on the other side by the trunk line of Hankow to Singyang—247 kilometres—the General Company will immediately proceed with the construction of these two trunk lines, and with the capital of 13,000,000 taels which they have at their disposition, they will furnish all the material for the construction, rolling stock, for the beginning of the trunk lines.

Excepting the trunk-line of Lao-kou-chiao to Pao-ting-fu, the construction of the entire Lou-Han line will be given by the General Company to the Representative of the Belgian Syndicate, who, acting for the General Company, will undertake the direction, supervise the construction, survey, make plans and estimates, undertake the work, order the ballast and materials for its carrying out.

All the plans, estimates, projects, etc., must be submitted for approbation by the Superintendent of the General Company.

Excepting purchases made in Europe, which are paid directly by draft, all the expenses of work, as the treatment and passage money of the European staff engaged by the Belgian Syndicate on account of the General Company, will be paid by the latter, in order that the Belgian Syndicate will have no expenses to pay and that it will devote all its efforts exclusively to forwarding the work of the railway, which must be completed throughout the entire line within three years.

Art. 20.—For the work on the Hankow-Singyang and Pao-ting-fu to Singyang trunk lines, the Russo-Chinese Bank and the other banks to be mentioned later must pay monthly to the General Company such sums as necessary for its construction and expenses. These sums must be appraised in advance by the Belgian Syndicate by its Representative.

Deductions will be made from the first payment deposited by the Belgian Syndicate for repaying the sum already disbursed for expenses made on the Hankow-Singyang trunk line.

The profit from the sale of scrip is destined exclusively for the construction of the railway line from Hankow to Pao-ting-fu; the banks can, therefore, suspend payment if they discover that a single cent of this money has been diverted to other purposes or that the General Company refuses to further authorise the Belgian engineers to direct the construction thereof.

Should this construction not absorb the entire amount of the loan, the surplus will be returned to the General Company.

Art. 21.—The Belgian Syndicate engages to purchase, previous to the end of the year 1901, the remainder of the scrip for the sum of 73,500,000 francs of which the remittance will be made to 90 per cent. with interest to cast up. This purchase can be made in one or more instalments but each purchase must not be less than the actual sum of 25,000,000 francs. These operations are made legal by the Russo-Chinese Bank in Paris, to which the General Company will give its orders within a period of one month after advice of the purchase has been noted.

The product of these purchases will be legally deposited in a bank designated by mutual agreement. The Bank will make payments conformably with the stipulations of Article 20.

Art. 22.—The Belgian Syndicate is charged with the realization of the loan scrip; it will have to come to an understanding with the General Company before each operation of this nature as to the method of using the money raised by these scrip; that is to say, the choice of the line to be constructed with this money.

Art. 23.—Starting with the signature of the present contract, all the expenses of survey will be paid by the General Company. These surveys must be commenced on the Hankow-Singyang trunk line, and proceed as rapidly as are given the orders which have been decided upon previous to the purchase of the scrip stipulated in Article 21. The result of these purchases are destined for the construction of the Pao-ting-fu line to the Yellow River where these surveys are to end within a period of one year in order to be fully prepared for the commencement of work.

Art. 24.—The scrip, of which the Belgian Syndicate has been entrusted with the sale, can be subscribed to the extent of 78,000 numbers. In this case the General Company, following the telegraphic advice of the Belgian Syndicate, can legally sell a number of scrip above 78,000 numerals, under the same conditions as those preceding; but, notwithstanding the present Article, the Belgian Syndicate is not bound to purchase a single number of scrip above the numeral of 78,000.

Art. 25.—Excepting the material furnished by the Hanyang Ironworks, all the material necessary for the construction and exploitation of the Hankow-Pao-ting-fu line will be furnished by the Belgian Syndicate, which engages to render itself worthy of confidence by respecting the clauses of the present contract and in furnishing material of good quality at the lowest prices.

With respect to the Lou-kou-chiao-Pao-ting-fu trunk line, the work must be quickly finished; it will not be taken as the property of the Belgian Syndicate.

The material furnished by the Belgian Syndicate is exempted from all tax or lekin in China.



both at the port of entry and in the interior of the Empire.

If the Belgian Syndicate receives advice from the Belgian Government that China cannot accord them entry free of the duty, it will be the duty of the General Company to obtain the necessary delay of one month or else the present contract will be annulled.

This contract will be legally nullified in the following cases:—

War.

The diminution in value of the French Rentes (Rente Francaise) below par value.

If the Belgian Syndicate cannot scrupulously carry out the conditions of the present contract this document will immediately become void and without effect; and in the case of the General Company immediately taking advantage of its liberty to treat on the same question elsewhere and with other nationalities it may immediately dismiss the Belgian Engineer-in-Chief.

Art. 26.—Differences arising between the General Company and the Belgian Syndicate or between the Chinese authorities and the Belgian Representative, will be taken up and decided with equity and justice by the Tsungli Yamen or the Belgian Minister in Peking. In a case where both the authorities are unable to come to an understanding they will choose by common consent a third arbitrator whose decision will be final.

Art. 27.—The Belgian Syndicate are entitled to hold the sum of £20,000 deposited with the Russo-Chinese Bank against scrip as surety that it has fulfilled the conditions of Article 18; that is to say, of which it has used for the said Russo-Chinese Bank in Shanghai the first sum of 8,600,000 francs within a period of one month from the signature of the present contract.

Art. 28.—If the Belgian Minister should desire that a model of the scrip should be notified officially by the Tsungli to the Governments of places wherein these scrip may be issued, the Tsungli Yamen must notify the Minister of such country.

Art. 29.—The present contract is done in triplicate:

- One for the Tsungli Yamen,
- One for the General Company, and
- One for the Belgian Syndicate.

The French text will be the true copy in case of dispute.

This contract is to be submitted for the approbation of H.M. the Emperor of China. The Tsungli Yamen will notify the Belgian Minister, and, if necessary, the Ministers of the country where the circulation of scrip is to be made.

The clauses of the contract signed at Wuchang on the 27th May, 1897, and in Shanghai on the 21st July, 1897, which do not clash with the present contract are respected, namely, article 14 of the Wuchang contract, and article 2 of the Shanghai contract, etc.

The Central Bank of Belgium, in Brussels, and the Russo-Chinese Bank of which they are cognizant in the present contract, must make their dispositions for the execution of the clauses which interest them. They cannot hold any other but a direct interest.

The General Company will recognise the responsibility of none but the Belgian Syndicate, in conformity with Article 14 of the Wuchang contract.

Done in Shanghai the 26th June, 1898, (24th day, 5th month, 24th year of Kwang-hsu).

(Signed) SHENG TA YEN,  
Superintendent of Railways.  
HUBERT,  
Representative of the Belgian Syndicate.

We (*China Gazette*) give below the supplementary Convention agreed to by Sheng Taotai, on behalf of the Chinese General Railway Company, and M. Hubert, on behalf of the Belgian Syndicate, on the same day as the very remarkable contract which we published yesterday. We reserve any comments until our readers are in full possession of all the documents, which we give in the original French text with a free translation in English:—

#### DEFINITE CONTRACT RELATIVE TO THE EXPLOITATION OF THE HANKOW-LOU-KOU-CHIAO RAILWAY.

Between their Excellencies the Viceroys of Pechili and of Hukwang and the Superintendent

of Railways Sheng-ta-yen, whereof the General Company is situated in Shanghai, of the one part, and the Belgian Syndicate, which is situated in Peking, of the other part.

The present contract has been concluded between them whereof the conditions are as follow:

Art. 1.—The General Company has been authorised by Imperial Decree of 24th October, 1896, to construct the Lu-Han railway line, a copy of which decree is annexed to the present contract, giving the right to the Belgian Syndicate, who must select a representative capable of directing, for the account and to the profit of the General Company, the construction and exploitation of the said line.

Art. 2.—The Belgian Syndicate, on the completion of each trunk line, must inform the General Company, requesting them to take delivery, and to name the staff necessary for directing its working.

All the rolling stock, the necessary fittings and implements are to be in readiness as soon as the permanent way.

The Belgian Syndicate or its Representative is to be chosen by the General Company in conformity with Article 1 of the present contract. He must direct this industrial enterprise with care, and employ a European staff whose engagements may be cancelled in case of necessity.

The Belgian Syndicate must submit for the approbation of the Superintendent the list of the staff engaged and of their salaries; it (the Syndicate) may order the necessary material and works for the preservation and repair of the said railway.

The Belgian Syndicate in conformity with the contract signed with the Imperial Government and the General Company must present the following list for the approval of the Superintendent:

- Freight on the transportation of goods;
- Passage money of passengers;
- Approximate receipts;
- Ordinary expenditure of the General Company.

The Chinese Director to be nominated by the General Company will have the right of controlling the accounts drawn up under the direction of the Belgian Syndicate at the time of construction as well as during the working.

The material and works necessary for the maintenance and repair of the said railway must be taken and purchased free on board with preference for establishments directed by the Superintendent Sheng-ta-yen.

Art. 3.—In case of war, offensive or defensive, or troubles in the interior, the said railway must be reserved first for the transportation of troops mobilised by the Imperial Government and of the necessary materials and engines of war. These transports will pay but a moiety of the tariff; they will be made under the orders of the Superintendent.

The railway line will perform no service recognised as prejudicial to the Imperial Government.

Art. 4.—For the redemption of the loan of 112,500,000 francs and for the use of the interest, they will take, three months previous to the expiration of each half year, a sufficient sum from the net results of the operation for deposit with the Belgian Bank or with the bank designated by the Belgian Syndicate. The bank will convert this into gold for the payment of the amortisement and interest. This method of payment will always be followed until the complete redemption of the borrowed capital.

The net surplus from the operation will be remitted to the treasury of the General Company, with the deduction of 10 per cent to form a reserve fund intended for the expenses of all necessary repairs on the line.

Art. 5.—The present contract is valid for thirty years. But if during this period the sum of 112,500,000 francs is not redeemed this contract will be prolonged, with full rights, to the time when the complete repayment of the loan shall have been made.

If, on the other hand, the complete repayment has been made before thirty years, this contract will be legally annulled by full right, the day upon which the repayment has been effected.

Art. 6.—During the validity of the present contract, the Company agrees to give 20 per cent. net bonus, after all expenditures, the repayment of capital and of interest, to the Belgian Syndicate as gratification to them for

the conduct of the work on behalf of the General Company.

Art. 7.—Any differences which may arise between the authorities or between the General Company and the Belgian Syndicate, will be decided and judged in conformity with Article 26 of the final contract relative to the loan.

Art. 8.—In cases where the routes in operation are insufficient for all the works mentioned above, the General Company must find the means necessary to secure an uninterrupted daily service of trains.

Art. 9.—The material and component parts purchased in Europe by the Belgian Syndicate for the proper upkeep and repair of the said railway are exempt from all taxation and lekin in China.

Art. 10.—The present contract is done in triplicate:

- One for the Tsungli Yamen,
- One for the Chinese General Company, and,
- One for the Belgian Syndicate.

The French text will be the only true copy in case of dispute.

This contract is to be submitted for the approbation of the Imperial Government and notified by the Tsungli Yamen to the Belgian Minister, and, if necessary, to the Ministers of the country where the scrip of the loan is to be placed in circulation.

Done in Shanghai, the 26th June, 1898.

(Signed) SHENG TA YAN.  
HUBERT.

Referring to a paragraph in the *Echo de Chine* with reference to the version of the Lu-Han Railway contract published in the *China Gazette* and reproduced in our columns, the *Gazette* says:—

We would call our contemporary's attention to the fact that both M. Hubert and Sheng Taotai are in Shanghai to speak for themselves. We challenge M. Hubert, Sheng Taotai, and everybody else who is privy to the contract to say that, mere verbiage aside, our version of the contract is inaccurate in any statement of fact. We are now well aware that the French version we published was made from the official Chinese text by an accomplished French-speaking Chinaman, and though there may have been a slip here and there in style and diction, the documents which the *China Gazette* published are in every material point accurate and true. No two men translate alike, and it would be strange indeed if the official French text, written by M. Hubert, agreed in every word with a translation made by even the most accomplished French and Chinese scholar. Our contemporary refers to the sheets of paper that have been wasted in drawing up this famous contract, which we admit must be prodigious considering the mess those to whom it was entrusted made of the business at first, until it got into the very capable hands which have brought it to completion. It is at the same time only right to say that the contract was telegraphically dictated article by article from St. Petersburg, Paris, and Brussels till it assumed its present form. Our contemporary, we venture to say, never saw the French or Chinese text and merely published the inspired paragraph this morning at the instance of those who fear the premature exposure of the political significances of the contract will defeat the project, which we earnestly hope will be the case. Unless Great Britain is really the played-out forces her enemies pretend to believe the contract will never be carried out, even if it costs a war to stop it. There is no doubt of the intentions that lurk behind the contract, which is still unratiified, and we trust that even at the eleventh hour Sir Claude Macdonald will be able to give it its quietus.

The *China Gazette* says:—We understand that the taipans of Messrs. Jardine, Matheson & Co. and Messrs. Butterfield and Swire have given permission to their employes on board the Indo-China and China Navigation steamers to join the "naval brigade" of the Shanghai Volunteer Corps. Lient. Carmichael may consequently expect a large accession to the strength of the useful unit he commands, which already boasts some eighty members of a highly useful character, and very ugly enemies for any mob to deal with.



## THE ANTI-MISSIONARY TROUBLE IN SZECHUAN.

Chungking, 13th July.

A wire was sent to the *N. C. Daily News* four days ago intimating that serious trouble had again occurred in Central Szechuan and that one French priest had been captured by a band of brigands who were holding him as a hostage. The French priest, M. Fleury, is unfortunately still a prisoner, and I much regret to have to add that there is a strong feeling abroad that he will only be saved with difficulty. The revered gentleman's comrade, M. Louis, managed to effect his escape in a wounded condition and is now, it is said, on his way to Chungking by a round-about route. Just how many natives were killed on this occasion or how much property was destroyed or stolen the writer cannot at present say, but the whole occurrence is unquestionably of a sad and startling nature.

### THE REAL RINGLEADER.

As was intimated in my last, the man responsible for the whole affair is named Yü Man-tze. Yü has for many years been under a ban, and he now knows well that the mandarins, constantly and vigorously pressed by M. Haas, are bent upon capturing him. His career of crime is a long one, and the Roman Catholic Christians have suffered severely from his daring lawlessness. The scoundrel ought to have been arrested years ago, and the present crisis is entirely due to the pestilent imbecility of the mandarins who allowed him to remain at large.

### CHINESE OFFICIAL COWARDICE.

Present-day officials find themselves face to face with a difficulty which may have tremendous consequences, just at a time, too, when they see the integrity of their country crumbling away piecemeal, and its comparative independence reduced to a condition of almost helpless dependence upon its powerful neighbours. No one will be greatly surprised if M. Fleury's captivity emboldens France to make heavy reprisals, and it is easy to believe that the incident is capable of giving rise to complications in which other powers than China and France would be potentially concerned. The wish of Jên Taotai as expressed to the local Fathers was to buy the captive liberty, but this has been definitely put aside, not less at the instance of M. Fleury himself who, we learn, is bearing himself heroically, than at that of M. Haas and others.

### FOREIGN OFFICIAL ACTIVITY.

Meanwhile the position of affairs remains unaltered although it would appear that, owing to the strong measures adopted by the French and English Consuls, our phlegmatic Governor-General has been aroused to take some kind of action. What its nature is remains to be seen—it may take the form of a strong proclamation, but there is now a feeling in existence that the troubles will not spread. I am glad also to be able to say that the rumour of a disturbance at Paolinfu has not been confirmed. Chengtu is also perfectly quiet, and Chungking was never in a more pacific mood. Threats of riots have been heard in one or two district cities, but it is not believed that these are of importance or likely to amount to anything serious.

### THE FRIENDLY TAOTAI.

It is impossible not to sympathise more or less with the present local Taotai. He is said to be feeling his position very keenly, and certainly with the Kiangpeh, Yunchang and Hochou affairs on his hands, not to speak of other matters only a degree or two less great, his mind must be in a state of perpetual unrest. The yamen secretaries are said to be constantly employed writing despatches dealing with the situation, and the Taotai himself gets little sleep. Owing to his supposed friendliness towards foreigners, Jên Taotai's reputation is not very high among a certain class of natives, although his exertion to do the right thing alike by native and foreigner is not wholly unappreciated. H.E.'s safety lies in pursuing the proper course at this juncture regardless of consequences and it is to be hoped that nothing will persuade him to follow other and less honourable paths.

### THE PROVINCIAL OFFICIALS.

With a more sympathetic Governor-General, a more liberal-minded Provincial Treasurer (H.E. Wen is reputed to be decidedly anti-

foreign), and with ex-Taotai Lai out of the way Jên Taotai's efforts to carry out the provisions of the treaties would probably meet with greater success within the limits of his extensive jurisdiction. Your correspondent has it on excellent authority that Lai deserves to be removed from the province bag and baggage.—*N. C. Daily News* correspondent.

## ANTI-FOREIGN-OUTRAGE IN HUNAN.

### MISSIONARIES BARELY ESCAPE WITH THEIR LIVES.

Wuhu, 23th July.

I have only time to send you a few lines about the most recent anti-foreign outrage of which we have just received the briefest facts.

Messrs. Chapin and Alexander, of the International Alliance Mission, while on their way up the Yuen river, with their own houseboat, were stoned at Hongkiang, Hunan. The boat was smashed up, and then burned by the mob, with all things on board. The two travellers barely escaped with their lives on a Chinese gunboat. The officials did nothing to protect them. They, however, supplied them with a small boat in which Messrs. Chapin and Alexander travelled night and day until they reached Chang-teh. They will be in Hankow in a day or so. The case goes to the U.S. Consul.—*China Gazette* correspondent.

## JAPANESE EMIGRANTS AT THURSDAY ISLAND.

Tokyo, 26th July.

The following telegram from the Japanese Consul at Townsville, Australia, was received by the Government to-day:—A party of Japanese emigrants, 59 in number, holding passports for the northern district of South Australia, landed at Thursday Island, whereupon the Government of Queensland has decided that in future the landing of Japanese emigrants shall not be permitted unless with the expressed sanction of the Queensland Government.

## INAUGURATION OF RAW SILK BUSINESS AT KOBE.

Silk transactions have already commenced in Kobe it appears. A short time ago the proposed inauguration of the raw silk business in Kobe was discussed at one of the periodical conferences of the local Foreign and Japanese Chambers of Commerce. Hitherto the silk business at this port has been inconsiderable, and on behalf of the Foreign Chamber it was pointed out that in order to make the scheme a success it would be necessary either to interest the existing foreign firms in adding a silk department to their present establishments, or to offer some inducement to the Yokohama houses to open here. Much useful advice was tendered, and this apparently is being acted upon.—*Hioغو News*.

## THE GERMAN CONSUL IN SEOUL AND THE MINISTER FOR FOREIGN AFFAIRS.

One of the most insulting forms of procedure is to return a letter, unanswered, to its sender. A Minister of Foreign Affairs may reasonably be expected to appreciate the intolerable character of such action. At the same time, the person whose letter has been returned is scarcely justified in retaliating by "bashing" the Minister's face. We were not disposed to attach much credence to the telegraphic reports originally received about a passage at arms between H.E. Mr. Yu of the Korean Foreign Office, and the German Consul in Seoul, Mr. Krien, but a correspondent of the *Mainichi Shimbun* writing from the Korean capital under date of the 2nd instant, tells the story so circumstantially that it can scarcely be dismissed as a pure canard. The former Minister of Foreign Affairs, Mr. Li, is said to have promised to Mr. Krien that a lease should be given of a certain gold mine, but when application was made to the present Minister to implement the promise, he replied that the mine had already been appropriated for imperial purposes, and, further, that the law did not sanction any grant of mining or railway privileges to foreigners. That

conversation is reported to have occurred on the 29th of June. The next day, Mr. Krien sent a despatch reiterating his request, but the Minister returned the letter. His excuse for such a singularly discourteous step is that he supposed the matter to have been settled on the previous day, but, of course, that is no excuse at all. The Consul thereupon sent a messenger requesting Yu's attendance at the Consulate—charmingly *sans facons* the whole of the proceedings—and the minister, probably urged by some qualm of conscience, obeyed the summons. No sooner had he made his appearance in the Consulate that he received three or four blows on the mouth and chin from Mr. Krien's fist. He fled precipitately, and, proceeding at once to the Palace, reported the matter to the Emperor, asking to be relieved from an office in which he, and through him his country, had suffered such humiliation. The Emperor endeavoured to pacify him, but Yu, on leaving the Palace, brought the matter to the notice of the Privy Council, who took it up vehemently, and summoned a conclave to discuss the proper measures. The Independence Club now appeared on the scene, and organized a big demonstration, when resolutions were passed declaring that the honour of Korea demanded the removal of the German Consul and that the Korean Government must be urged to adopt measures for that purpose. We can not tell how much the story has gained in transmission, but the main incidents appear trustworthy.—*Japan Mail*.

## FRANCE AND SIAM.

### IMPORTANT POINTS AT ISSUE.

### NEGOTIATIONS REOPENED.

A correspondent at Bangkok reports that the French Minister Plenipotentiary there and the Siamese Minister for Foreign Affairs, have now opened afresh three important political questions in dispute. One of them is that regarding Luang Phrabang, a province on both sides of the Mekong, with the capital on the French side. The Governor or chief is thus under French influence. Disputes have already arisen over the collection of taxes by French agents in territory claimed by the Siamese. Then, there is the questionable standing of many alleged Siamese subjects, who claim to be under French protection. The French consular authorities, it is asserted, claim as French subjects any Laotian or Cambodian whose forefathers had ever lived on what is now French territory.\* Another complication is that Siamese criminals often claim French protection to escape from punishment. The 25 kilometre zone is also a bone of contention. For that distance along the whole length of the Mekong, and in Siamese Cambodia, the Siamese Government may not maintain police or military. Yet it is held responsible for anything that is done by its subjects dwelling in that zone.

The result of the present step is that the whole of the Franco-Siamese difficulties will be discussed afresh from the outset. This is said to have been arranged at the special request of the French Minister, who has been given plenipotentiary powers for this particular purpose. The Siamese, it is further reported, have given the French Minister an advantageous standpoint by seizing a Cambodian French subject, named Aronn. This man was pressed into the Siamese naval service on the very day on which the negotiations started, and a partial truce arranged for.—*Straits Times*.

[\* At one time the French sought to establish a general protectorate of Asiatics, and sought hard to impose it upon the Japanese in particular. A deputation to Tokyo obtained the appointment of a Japanese Minister to Siam as a reply to these pretensions.]

A native boat, apparently one of those usually plying between Shanghai and the city of Changshu, near Soochow, was observed to be drifting aimlessly past Wangdu on 29th July and when pulled to the Wangdu jetty was found to be tenanted only by three headless bodies. It is thought that the boat must have been boarded by river pirates—especially numerous just now—and, that these men were part of the crew who resisted.—*N. C. Daily News*.



## TROUBLE ON THE "J. V. TROOP."

At the Harbour Office on the 30th July, before Commander Rumsey, another charge of assault was preferred against E. R. Beveridge, master of the British ship *J. V. Troop*, the complainant in this case being the cook and steward, Kit Sam.

Mr. Thompson appeared for complainant and Mr. Slade for defendant.

Complainant said—I sailed from Newcastle to Manila in the *J. V. Troop*. I remember being on deck on March 11th at sea. I wanted water for cooking, and the captain only gave me five buckets for the purpose, though there were 18 persons on board. I told the captain it would not be enough, and he said that there was too much water used for cooking. The captain then called me everything. He said, "I don't care a — you must give the men enough to eat." I replied that if he did not give me any more water I could not give the sailors any soup. After this I got two jugs of water from the filter to make lime-juice, and the Captain again called me for everything, afterwards telling me to go to the lazarette to take the pickle out of the lazarette. When I got there the Captain caught hold of me, subsequently catching me by the throat and trying to throw me down. He afterwards struck me about the head, first with the one hand and then with the other. I told him if he kept hitting me like that I would jump overboard. I had never been hit like that before on board ship. The Captain then left me.

In answer to Mr. Slade, complainant said according to the articles three quarts of water were allowed for each man. There were two and a half gallons of water in a bucket. There were 18 persons on board, including one passenger. The five-buckets of water were allowed him for cooking purposes every day, and the men got other water for drinking. A gallon of water was put in the filter in the cabin every day. He took the water to make lime-juice from this filter. He took one jug one day and two another. He told the captain all the time he had not enough water. He said nothing the first day, but the second day he tried to strike him. When he got to the lazarette there were two pieces of beef in the pickle barrel. He did not tell him to put them into another barrel. He put a piece of beef on to a barrel. He did not know it was a flour barrel. The captain then called him a dirty beast and struck him over the head.

No corroborative evidence was called.

Mr. Slade, for the defence, said there was continual trouble about the water, and the captain had to be particularly careful at this time because during a storm he had had to get rid of a quantity. The captain simply boxed complainant's ears for putting a piece of wet beef on to a flour barrel.

Mr. Thompson said that even if what Mr. Slade had said were true there was no justification for the assault.

Commander Rumsey said he did not think the captain did more than correct the steward, in a way which called for no punishment from him, and the case would be dismissed.

At the Harbour Office on 3rd August, before Commander Rumsey, Joseph. Crews, ordinary seamen on the British ship *J. V. Troop*, was charged with disobeying the lawful commands of E. R. Beveridge, master of the said ship in Victoria Harbour on the 29th July.

The Captain said that on the date in question it was reported to him that defendant had refused duty by the second officer. When asked why he did this defendant could give no reason.

Defendant pleaded guilty. He said he had been ill and had no attendance.

Sentenced to 14 days' hard labour.

The *N. C. Daily News* of the 1st August says:—Director-General of Railways Sheng was expected to leave Shanghai for Tientsin by the *Hsinyu*, having been called there to confer with Viceroy Jung on certain "important matters," among them being possibly the Lu-Han Railway. He did not anticipate being called to Peking but he may have to go to the capital if the Emperor wishes to personally interview him with reference to the "Belgian" loan.

## TIENTSIN.

## PEITAIHO CUT OFF.

Tientsin, 20th July.

We are now in the midst of our steamy, trying weather when every one who can wishes to get away to some cool resort. It is now especially that the benefit of a seaside resort such as has been found near the Peitaiho railway station is manifest to those who can get away from their business for a few days. Unfortunately, a bridge beyond Lanchow, with quite a stretch of the embankment, was washed out a few days ago, so that there has been no communication since Saturday evening. A train will leave to-morrow, but it may find some difficulty in getting through. It is hoped, however, that on Friday repairs will be so completed that no difficulty will occur in passing the break. After a heavy rain the little streams from the mountains pour out a flood of angry water that carries everything before it. This place was made extra strong last year after the experiences of former years, but the water proved too much for it. Some of the telegraph poles were carried away also and communication interrupted for a time.

## NO TELEGRAMS.

For some days we have had no telegraphic communication with the south. The Yellow River—"China's Sorrow"—appears to have been the cause. I understand it has broken its banks near Chinanfu, pouring out a large volume of water on the plain to do its work of destruction. This is not simply flooding and destroying crops and other valuables, but depositing sand to such an extent as to nearly spoil the land for cultivation. It is said that six hundred of the telegraph poles were also torn down. "One line" I understand, has been repaired, but full restoration of the whole line, in present conditions of flood, will require time.

## JUNG LU'S ENTERPRISE.

Two incidents in the political world are of some importance. One is local, and well represents one phase of China's internal life, and a great obstacle in the way of development. The new Viceroy, Jung Lu, has taken over the seals of office as you know. He has taken some other things as well. Some hundred miles to N.E. of Tientsin are gold mines which a company has been working with some success for several years. This worthy gentleman appears to look upon them as legitimate booty pertaining to his position, or as perquisites of his office; at any rate, he has notified the Directors that their services are no more needed "or words to that effect," and that he will take charge, and has done so. Will the shareholders get anything is a question of some importance. This is one of the mountains in the way of China's progress. It is to be hoped that the Emperor will hear of it and interfere for some degree of justice.

## ENGLAND AND RUSSIA.

Word reaches us that Russia has vigorously protested against the reorganisation of the Chinese army and navy under British auspices, and relations between England and Russia are very strained in consequence. Such protest was to be expected. It is much to be hoped that England will not weaken, that China will be firm, and that the U. S. will give them the fullest "moral" support. Comment on this situation is uncalled-for.—*N. C. Daily News* correspondent.

## CANTON NOTES.

[FROM THE "CHUNG NGOI SAN PO."]

An Imperial edict was issued on the 26th July in response to a memorial presented by Soon Kai-lai, the President of the Board of Civil Appointments, asking to be allowed to recognise the Shanghai local paper, the *Chinese Progress*, as an official paper. The edict grants the request, as the three regulations set out in the memorial are properly framed, and as the newspaper is of great utility in making known the affairs of the country and the feeling of the people. "It is therefore right that the officials should stand at the head in carrying out such undertakings. We are pleased to appoint Hong Yau-wai, the third Secretary of the Board of Works, to be Superintendent of the paper, and the issues of the paper must be presented to Us regularly. All the issues of the other

local papers in Tientsin, Shanghai, Hupeh, and Kwangtung should be sent to the yamen of the Chief Justice and the Great Imperial College by the Viceroys and Governors of the respective provinces, and any remarks made therein concerning the progress of public affairs should be presented for Our perusal. All the papers should be strict and forward in commenting on public affairs without shrinking. They are allowed to say anything concerning the local and foreign affairs, so as to help the Imperial Court to bring the public affairs into perfection. The means recommended to defray the expenses of the said official paper are approved."

The rebels, having been defeated by the Canton soldiers in Paulau, made their escape first to the district of Yeungmoi, but they afterwards shifted to the border of Hing-IP, where they are now hemmed in on all sides by the soldiers under the command of General Sou, who arrived there on the 25th ultimo. It is said that General Sou has decided not to make any attack on the rebels, but to starve them out.

A Chinese merchant surmamed Chan has applied to the Viceroy to be allowed to found a Fire Insurance Company in Canton to insure property and goods. His application is under the consideration of the Government.

A Sansz named Lenng U-lam petitioned the Viceroy asking permission to make a levy on houses equivalent in amount to one month's rent to raise funds for the engagement of Lukongs for the preservation of order. His application was, however, refused, on the ground that there is a sufficient number of soldiers and district watchmen to keep the place in order.

## HONGKONG.

There were 1,693 visitors to the City Hall Museum last week, of whom 165 were Europeans.

Amended regulations with regard to piers, including the rents payable to the Crown, are published in the *Gazette*.

It is notified in the *Gazette* that twelve months' leave of absence has been granted to Lieutenant W. Machell, Hongkong Volunteer Corps.

H.M.S. *Barfleur* arrived on 1st Aug. from Weihaiwei, flying the paying off pennant. Her relief crew is coming out by the *Blenheim*.

A squadron circular issued by Admiral Dewey announces the value of the Mexican dollar for the quarter ending 30th September as \$0.454.

The flags of the German Consulate, the German Club, and the various German hongks were half-masted on 2nd Aug., in respect to the late Prince Bismarck.

The Secretary of the Punjom Mining Co., Limited, advises us that he has received the following telegram from the mines, giving the result of the July clean up:—"The mill ran 27 days crushing 2,000 tons, yielding 212 ozs. of smelted gold. The mill is idle for want of water."

The Hon. J. H. Stewart Lockhart, C.M.G., the Colonial Secretary, arrived by the *Empress of China* on 2nd Aug. He has been commissioned to report on the recent boundaries extension, and with this object in view he will make an inspection in the course of a day or so in company with the Hon. R. D. Ormsby, Director of Public Works, and Captain Randall, R.E.

Among the passengers booked by the *Inaba Maru*, which left for home on 1st August, was Mr. W. Machell, assistant master at Queen's College and lieutenant in the Hongkong Volunteer Corps. Mr. Machell has been granted 12 months' leave. Before sailing Mr. Machell was presented with a handsome silver bowl on behalf of the members of the Victoria Recreation Club in recognition of the valuable services rendered by him as secretary. Mr. W. S. Bailey, the new acting secretary, made the presentation.

Commenting on the fact that Mr. and Mrs. George Dodwell were passengers to Tacoma on the *Arizona* recently, a Tacoma paper remarks their coming as "significant." Mr. Fred Dodwell, it says, arrived in Tacoma a month previously and took up his residence there as manager on the Pacific Coast for Dodwell, Carlill & Co. "It is reported that Mr. George Dodwell will make his home on the coast, and he and his brother will hereafter have headquarters in Tacoma instead of Hongkong."



A notification has been issued by Capt. King Hall, R.N., and Mr. Consul Hopkins, Commissioners for Weihaiwei, that no sales of land on the island of Liukungtao or within the Inner Zone on the Mainland, made since the 24th of May last, will be recognised as legal, until it has been referred to the British Commissioner or Administrator for approval. What about recent transactions in land in the territory shortly to be taken over at Kowloon?

Early on Thursday morning, 28th July, James Robertson, chief engineer of the British steamer *Aspidodel*, lying at Quarry Bay, was missed. On Saturday morning Sergeant Gauld found the body of a European lying on the beach at Hung-hom and it was removed to the mortuary. The face was unrecognisable and as the man only wore a sleeping suit the means of identification are few. It is believed, however, that the body is that of Robertson.

#### MISCELLANEOUS.

Mr. C. Talbot Bowring was to leave Shanghai on Sunday last for Ichang to assume the post of Acting Commissioner of Customs.

The Macao *Independente* has ceased to exist, but a notice issued by the proprietors states that a new journal is shortly to be established to take its place.

The French Consul at Manila has gone to Saigon. It is probable, a French contemporary says, that he will not return to his post until peace has been concluded.

In a health notice issued by the Shanghai Municipal Council the following passage occurs:—Flies, mosquitoes etc., carry disease, hence fly-covers should be always used over cooked food.

A Seoul despatch of the 22nd July, to the Japanese papers says the Korean Government has signed a contract permitting a British merchant to select a mine and work it. The mine must be chosen within a year from the date of the contract.

All Singapore friends of Jack Collinson of the old "Steelbacks" will be pleased to note that Lieutenant Colonel Collinson, of the Northamptonshire Regiment, who served in the Zulu War and the Transvaal campaign, has been appointed to the command of the 4th Egyptian Brigade, which is to take part in the advance. A Brigadier, no less!—*Free Press*.

Newchwang is becoming more and more Russianized in appearance. Russians are swarming into Manchuria all along the line, and the port, which is already Russian by fond anticipation, is full of "booted Cossacks." We hear that a branch of the Russo-Chinese Bank is being opened in Kirin.—*Peking and Tientsin Times*.

The Yokohama brokers, remarks "Looker-on" of the *Japan Gazette*, have reduced their rate of commission and thereby given rise to much public curiosity and speculation. Rumour has it that the announcement published by two firms was the result of "under cutting" by other members of the craft. Whatever the cause it is interesting to note that they can see their way to get along on half their former "commission." How long will it last?

As the *Kiangfoo* was coming down the River on her last trip, says the *N. C. Daily News*, thirteen thieves got on at one of the stations, and attacked the passengers with the intention of robbing them, just as the next station was reached. Capt. Bassett mustered all hands and attacked the thieves in turn, capturing eight of them, five escaping in the boats that came alongside at the station. On arriving at Shanghai, Capt. Bassett handed over his captives to the French police, who recognised five of them at once as well-known old river-thieves.

The *N. C. Daily News* of the 27th July says:—The case of the Bank of China, Japan, and the Straits against certain Chinese shareholders has been postponed on account of the recent Joss-House trouble. The case will be heard before the Taotai and the British Consul-General. Messrs. Dowdall and Hanson appear for the Bank and Mr. T. R. Jernigan for the shareholders. Mr. Jernigan, we are told, is a lawyer of more than fifteen years' practice, and has been entrusted with some important cases in the Courts of his own country, having received his license from the Supreme Court qualifying him to practise in any Court of the United States.

Further examination of the French cruiser *Jean Bart* has revealed the fact that she was much more extensively damaged in the recent collision with the *Helen Brewer* than was at first thought. Her decks were pretty completely swept by the bowsprit of the sailing vessel; at least eight of her forward plates, both above and below the water-line, will have to be replaced; and it is considered extremely likely that had it not been for the warship's steel protective deck, she would have been cut in two by the stem of the *Helen Brewer*. The latter vessel lost her bowsprit and jib-boom and sustained other serious injuries between wind and water, while her stem is badly bent.—*China Gazette*.

Referring to Mr. Bourne, who is expected at Shanghai by the incoming Empress boat, the *N. C. Daily News* says:—Mr. F. S. A. Bourne, newly appointed Consul and Assistant Judge at Shanghai, was presented to the Prince of Wales at the Queen's Levée on the 13th ult. He undertakes the duties of Assistant Judge, Consul in charge of the Land Office, and Assessor at the Mixed Court. Mr. Bourne is a very able man and a hard worker, but even he will find it physically impossible to cope with all these duties. Have the powers that be any clear idea of what Shanghai is, and of the extent of the duties that her Majesty's Consulate-General and Supreme Court have to fulfil?

The *Nagasaki Press* of the 30th July gives the following naval items:—H.M.S. *Centurion*, Admiral Seymour's flagship, arrived here yesterday morning from Weihaiwei, and left in the afternoon for Kobe and Yokohama. H.M.S. *Victorious* and *Narcissus*, with the torpedo-boat destroyers *Handy* and *Whiting*, also left for the same ports yesterday afternoon. H.M.S. *Bonaventure* will remain here for about a fortnight in order to repair damages to one of her bilge-keels. We understand that the present piebald condition of H.M.S. *Victorious* is not the first step towards a new method of painting the British fleet, nor is it the outcome of an experimental investigation as to which side of the ship is the cooler, the black or the white. The vessel is in a transition stage from black to white, and the change, begun at Weihaiwei, will be completed (if sufficient paint is forthcoming) at Kobe or Yokohama.

At Saigon the other day, we read in the *Courrier*, the remains of 1,343 Chinese were exhumed by the Canton guild, under the superintendence of the police and by authority of the Lieutenant-Governor, and are to be sent to China. In an account of the procedure usual on such occasions our contemporary says:—On the day appointed by the priests the heads of the guild, followed by the families of the defunct, proceed to the cemetery. The bodies are exhumed with order, placed in a shed in rows, and carefully ticketed. Here the bones usually receive a wash. They are then placed in cases of wood or metal bearing the family name and description of the deceased, and the usual religious rites having been observed the funeral societies carefully close the cases and despatch them as parcels to the respective provinces in which the relatives reside.

Macao has had a little sensation in the shape of an elopement, of which the *Echo Macaense* gives the following account:—Senhor Antonio Vicente da Silva, a clerk in the Treasury and the son of Senhor José da Silva, editor and proprietor of the *Independente* newspaper, wished to marry Senhorita Maria Cabral, the eldest daughter of Senhor Joao Albino Ribeiro Cabral, the Treasurer. Being unable to obtain the father's consent to the marriage Senhor Silva determined to leave for Hongkong with his betrothed, in company with the mother of the latter, who, it seems, was not of the same mind as her husband. The party accordingly left on the 28th July on the steamer *Kwai-lam*. It is said that the girl's father immediately telegraphed to the Consul at Hongkong requesting that the Romeo and Juliet might be arrested, also that this request was endorsed in another telegram despatched by H.E. the Governor. Evidently the reply of the Consul must have been a *non possumus*. The case is a lamentable one, but prudence suggests that the best expedient is silence, because it is to be supposed the marriage will shortly take place and, notwithstanding the abduction, throw a veil of oblivion over the incident.

In view of the opening of Yochou, Hunan, to international trade the gentry and notables of that city have decided to establish a thoroughly efficient body of police, in order that when foreigners shall begin to flock to Yochou there may be a reliable force of men to give proper protection to the "strangers from afar." In addition to engaging a properly qualified officer (Chinese preferred) to command the Yochou Police, six natives who have served some years in the Hankow Municipal Police have recently been engaged by a *weiyuan* specially sent to Hankow for that purpose, and these men are to be appointed sergeants to drill and teach the recruits the duties of their profession.—*N. C. Daily News*.

The *Peking and Tientsin Times* says:—Reports reach us from Peking, and we hope that they are based upon fact, that a firm stand has been taken by China in favour of the British construction of the Shanhaikwan-Newchwang line. As we recently stated, very strong objection was raised by the Russian representative in Peking to the Hongkong and Shanghai Bank financing this extension of the line, and M. Pavloff went so far as to state that if China did not cancel this arrangement his Government would require Eli in Manchuria as an offset, and added some dark and significant threats about leaving the capital. There appears to have been a twitching of the Lion's tail in connection with the crisis, which made it advisable in the opinion of the Chinese Government not to break faith with the British contract, and we are informed that the arrangement for the Hongkong and Shanghai Bank to finance the line will be adhered to. We trust this is correct.

#### COMMERCIAL.

##### TEA.

SHANGHAI, 30th July.—(From Messrs. Welch, Lewis & Co.'s Circular.)—From Hankow we learn that the second crop has reached a total of 130 700 half-chests, against 65,000 half-chests last season, again showing the wonderful elasticity of the quantity which can be brought to market as soon as prices reach a paying level. The third crop was expected to be short owing to drought, but with Shuntaams at Tls. 10½ to Tls. 11 and Nipensze's at Tls. 13 a picul every available leaf will probably be packed for Foreign use, until the market weakens. The demand is almost entirely Russian. Black Tea.—Teas which have attracted most attention are the 2nd crop Keemuns, the bulk of which have been secured by one buyer. Prices range from Tls. 22½ to Tls. 26 a picul, but they are exceptionally good this year. A fair number of Ningchows have also been placed. It is worthy of remark that no Teas are on offer under Tels 17½ a picul. The business doing is not as might have been expected after receipt of news of a favourable reception of the first cargoes in England and America, but this is accounted for by the profits being chiefly confined to fine Teas which are not now procurable.

Settlements reported are:—  
Ningchow ... 3,822 ½-chts. at Tls. 18 to 25 picul.  
Keemun ... 2,598 " " 22½ to 26 "  
Wenchow ... 223 " " 16½ to 16½ "

6,643 ½-chts.

Stock, 12,168 half-chests.

Green Teas.—There is a general disinclination to do business both on the part of native Teamen and foreign buyer. Pingsueys.—Natives do not like to face the loss which present offers would entail and hope for a better demand when stocks in the United States are getting so low that duty paid Tea must be used. Foreigners see very little prospect in the near future of any material advance in the Home markets and prefer to wait. The buyer is usually king, but the seller is making a bold fight for it, and feels just confidence in the quality of the article he has to sell. A cautionary telegram has been received about common lines "not being up to standard." If any shipments yet made this season are rejected it will prove conclusively how impossible it is to admit or reject Teas by standard without gross injustice. No purer Teas have ever been shipped from China and to reject any of them would be an injury and a wrong. We hope no such a misuse of power will occur. Moyunes.—A few small chops have arrived, but we prefer not to offer any opinion of the crop from these. Tienkai.—Considerable quantities from these districts have been detained for want of water in the waterways, but they are coming to hand now.



they appear to be fully up to last year's yield in quality and the quantity of first pack. Teas will be fully as large. Present prices are Tls. 3 to 4 under last year's opening rates, but there is not much doing; teamen refuse most offers, but with considerably lower prices ruling up country we expect the firmness will not continue long. A well known chop "Wing Kee" was split up the other day and it was very instructive to see the prices each line fetched. Fychows.—Are not in favour on account of the smoky flavor and their unattractive appearance. Tls. 17 has been recorded for a chop, and this shows a drop of 1 to 1 tael from opening rates. Local Packs and Wenchows continue to be forced off, but we doubt if the decline in price is not fully counterbalanced by the fall in quality. Supply of these already reach 12,287 half-chests, against a total of 17,844 half-chests last season. Hysons.—Teamen are having it all their own way with "choice" Teas and Tails 6 is said to have been paid for one parcel; Tls. 30, Tls. 52 and Tls. 55 are ordinary every day quotations. These Teas are Tls. 15 to Tls. 50 a picul dearer than they were before the Batoum route was opened. One or two of the Taiyuen Tienkais are "gems" in water. The lowest quotation is Tls. 23½ for local package, and some useful Teas have been settled at Tls. 30/36.

#### EXPORT OF TEA FROM CHINA TO UNITED KINGDOM AND CONTINENT.

	1898-99 lbs.	1897-98 lbs.
Hankow and Shanghai...	7,094,669	8,448,033
Foochow .....	4,251,546	4,781,743
Amoy.....	89,860	104,150
Canton.....	1,512,205	1,946,005
	12,948,280	15,279,930

#### EXPORT OF TEA FROM CHINA TO UNITED STATES AND CANADA.

	1898-99 lbs.	1897-98 lbs.
Shanghai.....	3,513,002	4,114,992
Amoy .....	2,137,184	4,128,003
	5,650,186	8,242,995

#### EXPORT OF TEA FROM JAPAN TO UNITED STATES AND CANADA.

	1898-99 lbs.	1897-98 lbs.
Yokohama.....	11,806,601	11,716,105
Kobe .....	5,256,306	5,758,740
	17,062,907	17,474,845

#### EXPORT OF TEA FROM CHINA TO ODESSA

	1898-99 lbs.	1897-98 lbs.
Shanghai and Hankow...	17,339,585	16,893,814

#### SILK.

CANTON, 22nd July.—Tsatloes.—No business to report for Europe. Re-reels.—A few hundred bales are said to have been settled at \$385 for No. 1 and \$570 for No. 2. Business would doubtless have assumed larger proportions, but for the scarcity of stock and excessive firmness of holders. Filatures.—Have continued in moderate enquiry, the demand being almost entirely for Best and Good chops fine sizes. From prices paid we quote: \$765 for Kwong Shun Cheong 1/13, \$750 for Kai Lun Cheong 9/11, \$745 for Cheong Kee 9/11, \$740 for Kwong Lun Fung 10/12, \$735 for Hau King Sing 11/13, \$700 for Kwong Lun Hing 13/15, \$670 for Quan Hing and Pak On Loong 10/12, \$650 for Hing Lun and Loong Kee 11/13, \$630 for Yee Wo Cheong 18/22, 620 for Yee Lun Cheong 26/30. Short-reels.—From prices paid we quote: \$735 for Kwong Wo Hing 14/16, \$720 for Chun Sun Hang 14/16, \$630 for Koun King and Miu Wo Cheong 14/16. Waste.—Is very dull and prices for Steam have weakened \$1 to \$2 per picul.

SHANGHAI, 30th July.—(From Messrs. A. R. Burkill & Sons' Circular).—The last news from London reports the Silk market easier, and Blue Elephants 10/0. The quotation from Lyons for Gold Kilings is For. 26.25. Raw Silk.—At the beginning of the week the market was very quiet, but the last two days buyers have been in the market and prices have advanced, and we now quote Gold Kilings at Tls. 440, and few sellers at this price. There has been a good demand for Hangchow Tsatloes, and settlements of these are about 200 bales. Skeins.—About 100 bales have been settled. Yellow Silk.—The market is strong and settlements this week are about 100 bales. Arrivals, as per Customs Returns, 23rd to 29th

July, are: 1,589 bales White, 165 bales Yellow, and 34 bales Wild Silks. Re-reels and Filatures.—There has been more demand for Hand Filatures for Lyons and settlements amount to 250 bales. Two or three parcels of 2nd choice Steam Filatures (market) have changed hands. The Export of Steam Filatures to date is: 443 bales to the Continent, 362 bales to America, and 30 bales to England. Wild Silk.—Only a small business doing. Waste Silk.—There is a better feeling in the market, but settlements are not large; the following are the transactions that have taken place this week:—

	at Tls.
100 Curries (old cargo), Nos. 2 and 3.....	30 & 26 respvly.
100 Showshing Filature Floss .....	23
200 Filature Boiled Waste .....	12½
200 Yuhong White pierced Cocoons, 73 74 p.c. 74	
200 Showshing pierced Cocoons, 77 78 p.c. ....	84

#### EXPORT OF SILK FROM CHINA AND JAPAN TO EUROPE.

	1898-99 bales.	1897-98 bales.
Shanghai .....	11,751	8,435
Canton .....	3,119	4,011
Yokohama.....	687	—
	15,637	12,446

#### EXPORT OF SILK FROM CHINA AND JAPAN TO AMERICA.

	1898-99 bales.	1897-98 bales.
Shanghai .....	653	1,155
Yokohama .....	246	—
	899	1,155

#### CAMPHOR.

HONGKONG, 5th August.—No alteration in the position of this market is reported during the past week. Quotations for Formosa are \$40.30 to \$41.00. Sales, 300 piculs.

#### SUGAR.

HONGKONG, 5th August.—The improvement last reported has not been maintained and prices have declined. Quotations are:—  
Shekloong, No. 1, White... \$7.38 to 7.42 per picul.  
do. " 2, White... 7.20 to 7.23 "  
Shekloong, No. 1, Brown... 4.85 to 4.90 "  
do. " 2, Brown... 4.75 to 4.78 "  
Swatow, No. 1, White... 7.30 to 7.34 "  
do. " 2, White... 7.10 to 7.15 "  
Swatow, No. 1, Brown... 4.79 to 4.83 per picul.  
do. " 2, Brown... 4.65 to 4.68 "  
Foochow Sugar Candy..... 11.20 to 11.25 "  
Shekloong " ..... 10.86 to 10.92 "

#### MISCELLANEOUS EXPORTS.

Per steamer *Irene*, sailed on the 21st July. For Havre:—1 case China ink, 3 cases human hair, 6 cases feathers, 6 cases woodware, 15 bags hides, 2 cases blackwoodware, 125 cases Chinaware, 224 boxes tea, 265 rolls matting, and 377 bags tallow. For Havre and/or Hamburg:—52 cases Chinaware. For Havre and/or Hamburg and/or London:—6 cases feathers, and 215 cases camphor. For Marseilles and/or Havre:—4 cases human hair. For Hamburg:—2 cases sundries, 2 cases lacquerware, 2 cases feathers, 25 cases bristles, 31 bales rattan shavings, 100 bales Chinacore, 100 cases camphor, 104 packages canes, 499 cases cassia, 500 bales broken cassia, and 1,704 packages tea. For Hamburg and/or Antwerp:—50 cases bristles. For Hamburg and/or London and/or Antwerp:—20 cases bristles. For Amsterdam:—150 cases merchandise. For Liverpool:—20 cases tea, and 456 cases merchandise.

Per British bq., *Marian Woodside*, sailed on the 22nd July. From Hongkong for New York:—20,449 rolls matting, 2,500 bales cassia lignea, 117 cases cassia, 510 bales rattan core, 6 cases Chinaware, 65 bales strawbraid, and 414 packages merchandise.

Per P. & O. steamer *Ballaarat*, sailed on the 23rd July. For Manchester:—1 bale waste silk. For London:—34 bales raw silk, 8 cases silks, and 100 ½-chests tea (4,000 lbs. Sorts). For France:—647 bales raw silk, 8 cases silks, and 281 packages tea from Foochow.

Per P. & O. steamer *Shanghai*, sailed on the 23rd July. For London:—77 ½-chests and 28 boxes tea from Amoy, 14 cases blackwoodware, 4 cases feathers, 14 cases personal effects, 300 rolls matting, 3 ch-sts Turkish Opium, 73 bales canes, 10 boxes bristles, 17 packages sundries,

and 9,443 boxes tea. For Malta:—1 case curios, 2 rolls matting, and 3 cases tools.

#### OPIUM.

HONGKONG, 5th August.—Bengal.—Owing to favourable advices from India and Shanghai, and the continued smallness of stock, prices have further advanced, latest figures being \$737½ for New Patna, \$775 for Old Patna, \$710 for New Benares, and \$730 for Old Benares.

Malwa.—There has been very little doing in this drug, and prices are unchanged. The following are the latest quotations:—

Old (2½ yrs.)	\$750 with all'nce. of 0 to 3 cts.
" (6/7 " )	\$810 " " of 0 to 4 "
" (8/10 " )	\$830 " " of 0 to 1 "
Persian.—	The market has ruled steady. Current rates show no change from previous figures, being \$490 to \$630 for Oily and \$550 to \$710 for Paper-wrapped, according to quality.
To-day's stocks are estimated as under:—	
New Patna.....	830 chests
Old Patna.....	230 "
New Benares.....	430 "
Old Benares.....	90 "
Malwa.....	170 "
Persian.....	260 "

#### COURSE OF THE HONGKONG OPIUM MARKET.

DATE.	PATNA.		BENARES.		MALWA.	
	Now.	Old.	Now.	Old.	Now.	Old.
1898.	\$	\$	\$	\$	\$	\$
July 30	723½	765	700	725	—	—
July 31	723½	765	700	725	—	—
Aug. 1	723½	765	700	725	—	—
Aug. 2	730	767½	702½	727½	—	—
Aug. 3	735	772½	707½	730	—	—
Aug. 4	735	772½	707½	730	—	—
Aug. 5	737½	775	710	730	—	—

#### COTTON.

HONGKONG, 5th August.—A reduction of \$½ to \$¾ has induced a fair amount of business, and at the moment our market closes quiet with a stock of about 3,200 bales.

Bombay ..... \$16.00 to 17.00 p. pl.  
Kurrachee ..... " to " "  
Bengal (New), Rangoon, } 17.00 to 19.50 "  
and Dacca..... }  
Shanghai and Japanese... 21.00 to 21.50 "  
Tungchow and Ningpo... 21.00 to 21.50 "  
Madras (Best)..... " to " "  
Sales: 1,100 bales Bengal (New), Rangoon, and Dacca.

#### RICE.

HONGKONG, 5th August.—The demand has slackened and prices are weaker. Quotations are:—

Saigon, Ordinary.....	\$2.95 to 3.00
" Round, good quality.....	3.20 to 3.25
" Long .....	3.45 to 3.50
Siam, Field, mill cleaned, No. 2 ...	3.10 to 3.15
" Garden, " No. 1 ...	3.65 to 3.70
" White.....	4.15 to 3.50
" Fine Cargo .....	4.75 to 4.80

#### COALS.

HONGKONG, 5th August.—Coals of all kinds have been entirely neglected. Quotations are:—

Cardiff .....	\$18.00 to 23.00 ex ship, nominal.
Australian.....	10.00 to 11.50 ex ship, quiet
Mitli Lump } and Small }	10.00 to 11.50 nominal
Moji Lump ...	8.00 to 10.50 ex ship, quiet
Hongay Lump	12.50 to — nominal.
Hongay Dust..	5.00 to — "
Briquettes ...	10.00 to — "

#### MISCELLANEOUS IMPORTS.

HONGKONG, 5th August.—Among the sales reported during the week are the following:—

YARN AND PIECE GOODS.—Bombay Yarn.—75 bales No. 8 at \$76, 1,301 bales No. 10 at \$73.50 to \$91.50, 200 bales No. 16 at \$91.50 to \$93, 300 bales No. 20 at \$91 to \$99. Grey Shirtings.—750 pieces 10 lbs. Blue Triangle \$3 92½. White Shirtings.—1,250 pieces. Flower Basket \$2.85, 250 pieces X. 6 at \$3 85, 250 pieces X 9 at \$4.75, 250 pieces No. 3 at \$3.61. Drills.—75 pieces 16 lbs. Large Eagle at \$5 40, 75 pieces 16 lbs. Large Eagle at \$5 40. T-Cloths.—375 pieces 7 lbs. Mex. Gold Pheasant at \$2. Victoria Lanes.—2,000 pieces Violet S ag at \$0.63.

METALS.—Tin.—100 slabs Phong Chai at \$43.50, 100 slabs Siam at \$42, 100 slabs Phong Chai at \$45, 100 slabs Siam at \$13, 150 slabs Siam at \$43. Hoop Iron.—1,000 bundles at \$5.20. Wire Nails, Iron.—100 Kegs S. Size at \$6.10.



## COTTON YARN.

	per bale
Bombay—Nos. 10 to 20s.....	68.00 to 100.00
English—Nos. 16 to 24.....	105.00 to 111.00
" 22 to 24.....	106.00 to 112.00
" 28 to 32.....	120.00 to 124.00
" 38 to 42.....	130.00 to 135.00

## COTTON PIECE GOODS.

	per piece
Grey Shirtings—6lbs.....	1.75 to 1.85
7lbs.....	2.00 to 2.07
8.4 lbs.....	2.50 to 3.20
9 to 10 lbs.....	3.40 to 4.15
White Shirtings—54 to 56 rd.....	2.40 to 2.60
58 to 60 ..	2.75 to 3.45
64 to 66 ..	3.55 to 4.40
Fine .....	4.35 to 7.15
Book-folds.....	3.80 to 5.70
Victoria Lawns—12 yards ..	0.65 to 1.30
T-Cloths—6lbs. (32 in.). Ord'y.....	1.55 to 1.75
7lbs. (32 ..), ..	1.90 to 2.15
6lbs. (32 ..), Mexs.....	1.70 to 1.85
7lbs. (32 ..), ..	2.10 to 2.80
8 to 8.4 oz. (36 in.).....	2.40 to 3.25
Drills, English—40 yds., 13½ to 14lbs.....	3.75 to 5.15

## FANCY COTTONS

Turkey Red Shirtings—1½ to 8lbs.....	1.60 to 5.00
Brocades—Dyed .....	3.00 to 5.00
	per yard
Damasks.....	0.12 to 0.16
Chintzes—Assorted .....	0.08 to 0.14
Velvets—Black, 22 in.....	0.20 to 0.45
Velveteens—18 in.....	0.17½ to 0.18½

## WOOLLENS

	per yard
Spanish Stripes—Sundry chops.....	0.57½ to 1.40
German.....	1.15 to 1.50
Habit, Med., and Broad Cloths.....	1.25 to 5.25
	per piece
Long Ells—Scarlet .....	6.50 to 10.00
Assorted .....	6.60 to 10.00
Camlets—Assorted .....	12.50 to 32.00
Lastings—30 yds., 31 inches, Assorted.....	10.00 to 21.00
Orleans—Plain .....	7.00 to 8.50

## METALS

	per picul
Iron—Nail Rod .....	3.90 to —
Square, Flat Round Bar ..	4.00 to —
Swedish Bar .....	5.50 to —
Small Round Rod .....	4.25 to —
Hoop ½ to 1½ in.....	4.50 to —
Wire 15/25 .....	8.50 to —
Old Wire Rope .....	1.50 to 3.00
Lead, L. B. and Hole Chop ..	8.60 to —
Australian .....	8.60 to —
Yellow Metal—Muntz, 14/20 oz.....	30.00 to —
Vivian's, 14/20 oz.....	30.00 to —
Elliot's, 14/20 oz.....	30.00 to —
Composition Nails .....	46.00 to —
Japan Copper, Slabs.....	32.00 to —
Tiles .....	30.75 to —
Tin .....	— to —

## SUNDRIES

	per box
Tin-Plates .....	5.90 to —
	per cwt. case
Steel ½ to ½ .....	5.25 to —
	per picul
Quicksilver .....	140.00 to —
	per box
Window Glass .....	4.50 to —
	per 10-gal. case
Kerosene Oil .....	1.87 to —

SHANGHAI, 30th July.—(From Messrs. Noel Murray & Co.'s Piece Goods Trade Report).—Quietness has been the characteristic feature of the market during the interval, but there are symptoms that demand may arise any time. Sales from stock have not been brisk and consist chiefly of 8.4-lbs. Grey Shirtings and American Sheetings, the latter of which are supposed to have been done in fairly large quantities both from stock and for arrival. Tientsin has been the principal buyer and as there is still some enquiry from this quarter, more demand may be looked for. Business with Newchwang has received a rude shock in the collapse of the rate of exchange between there and here, and matters for the time being are practically at a standstill. News from Szechuen is more encouraging and dealers have begun to again ship to this market. From enquiries made it would appear that this and the other River markets have not been in such a bad state as described by the dealers, and that the reports recently circulated here have been more of imagination than anything else. A fair quantity of goods have been paid for during

the past week but it does not follow they have all been taken for immediate consumption, strong pressure having been brought on several buyers to find funds in order to take up exchange settlements falling due at the end of the month.

METALS, 1st August.—(From Messrs. Alex Bielfeld & Co.'s Report).—Beyond a couple of small transactions in Bar Croppings at Tls. 2.70 and Sobair Nailrods at Tls. 2.97½, there has been nothing done. Several favourable offers have been made, acting on home advices, but these have not yet been closed with.

## EXCHANGE.

FRIDAY, 5th August.

ON LONDON.—	
Telegraphic Transfer .....	1/10½
Bank Bills, on demand .....	1/10½
Bank Bills, at 30 days' sight .....	1/11
Bank Bills, at 4 months' sight .....	1/11½
Credits, at 4 months' sight .....	1/11½
Documentary Bills, 4 months' sight .....	1/11½
ON PARIS.—	
Bank Bills, on demand .....	2.40½
Credits, at 4 months' sight .....	2.44½
ON GERMANY.—	
On demand .....	1.94½
ON NEW YORK.—	
Bank Bills, on demand .....	46½
Credits, 60 days' sight .....	47½
ON BOMBAY.—	
Telegraphic Transfer .....	144
Bank, on demand .....	144½
ON CALCUTTA.—	
Telegraphic Transfer .....	144
Bank, on demand .....	144½
ON SHANGHAI.—	
Bank, at sight .....	74
Private, 30 days' sight .....	74½
ON YOKOHAMA.—	
On demand .....	6 % pm.
ON MANILA.—	
On demand .....	nom.
ON SINGAPORE.—	
On demand .....	½ % pm
SOVEREIGNS Bank's Buying Rate .....	10.32
GOLD LEAF, 100 fine, per tael .....	54.25

## JOINT STOCK SHARES.

HONGKONG, 5th August.—The market has continued dull and inactive and there is no business of any importance to report.

BANKS.—Hongkong and Shanghai have changed hands at 213 and 213½ per cent. prem. for cash, whilst a demand for November at 223 and December at 225 has not been satisfied; market closes with buyers at 213½. Nationals remain unchanged with sales at \$17.

MARINE INSURANCES.—China Traders have found further small buyers at \$63. Unions are enquired for in small lots at \$210 and small sales have been reported. Cantons, Straits, and the Northern Insurances remain unchanged and without business, but a small demand for North Chinas at Tls. 178 has not brought out shares.

FIRE INSURANCES.—No change in Hongkongs but sales of Chinas at \$96.

SHIPPING.—Hongkong, Canton and Macao have ruled very quiet with little or no business at \$26½ and \$25½ (cum and ex div.). Indo-Chinas have changed hands at quotation, and Douglases at \$58. China Manilas and China Mutuals remain unchanged and without business.

REFINERIES.—China Sugars changed hands over the settlements at \$164 and \$165, and close quiet at the latter rate. Luzons have been negotiated at the increased rate of \$40.

MINING.—Punjoms have ruled quiet with but a small business at \$5.85, \$5.80, and \$5.75, market closing quiet with sellers. Oliver's B have been on offer during the week at \$3.75 and \$3.50 without inducing buyers to come forward and at time of closing a small sale has been effected at \$3.10. Balmorals have changed hands at 25 cents. Jebebus have been enquired for from the South and small sales have been effected at \$3.85 and \$4. Charbonnages continue out of the market. Raubs with an enquiry from Singapore have ruled rather firmer and an enquiry at \$34½ has not met with any response.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Docks have ruled quieter with sellers and no buyers at 260 per cent. prem. Kowloon Wharves remain quiet but steady and without business at \$53½ ex dividend. Wanchais neglected and unchanged with no sales.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Lands continue quiet and without business at \$68. Hotels have improved to \$56 after sales at \$53, \$54, and \$55, closing steady. West Points and Humphreys continue quiet and out of the market.

COTTON MILLS.—No business to report.

MISCELLANEOUS.—Watsons have changed hands at \$11½, Star Ferries at \$8½, Fenwicks at \$30, and Electrics at \$8½.

Closing quotations are as follow:—

COMPANY.	PAID UP.	QUOTATION.
Banks—		[\$391.87½, sal. & b.
Hongkong & S'hai...	\$125	213½ % prem=
China & Japan, prf.	£5	nominal
Do. ordinary...	£4	nominal
Do. deferred...	£1	£5. 5s.
Natl. Bank of China		
B. Shares .....	£8	\$17
Founders Shares...	£1	\$17, sales & sellers
Bell's Asbestos E. A. ...	£1	nominal
Campbell, Moore & Co.	\$10	\$8
China Prov. L. & M....	\$10	\$9½, sales
China Sugar .....	\$100	\$164
Cotton Mills—		
Ewo.....	Tls. 100	Tls. 96, sellers
Hongkong .....	\$40	\$20, sellers
International .....	Tls. 100	Tls. 100
Laou Kung Mow ..	Tls. 100	Tls. 94, ex div.
Soychee .....	Tls. 500	Tls. 505
Yahloong .....	Tls. 100	Tls. 70
Dairy Farm Co. ....	\$3	\$5½
Fenwick & Co., Geo. ...	\$25	\$30, sales
Green Island Cement...	\$10	\$23, sales
Do. New Issue .....	\$5	\$18, sellers
H. & China Bakery ...	\$50	\$33
Hongkong & C. Gas ...	£10	\$125
Hongkong Electric ...	\$10	\$8.25, sal. & buyers
H. H. L. Tramways ...	\$100	\$110, buyers
Hongkong Hotel .....	\$50	\$56, sales & buyers
Hongkong Ice .....	\$25	\$108
H. & K. Wharf & G....	\$50	\$58½, ex div.
Hongkong Rope .....	\$50	\$161, buyers
H. & W. Dock .....	\$125	260 p. ct. prem.=
Insurances—		[\$450, sales & sel.
Canton.....	\$50	\$133, sellers
China Fire .....	\$20	\$96, sellers
China Traders' .....	\$25	\$63, buyers
Hongkong Fire .....	\$50	\$330, sellers
North-China .....	£25	Tls. 180
Straits .....	\$20	\$9½, sellers
Union .....	\$50	\$210, sal. & buyers
Yangtze .....	\$60	\$130, sellers
Land and Building—		
H. Land Investment.	\$50	\$68, sellers
Humphreys Estate...	\$10	\$3.50
Kowloon Land & B.	\$30	\$17½, sellers
West Point Building	\$40	\$2, sales
Luzon Sugar .....	\$100	\$40, sales
Mining—		
Charbonnages .....	Fce. 500	\$110, sellers
Great E. & C'donian	\$5	\$1.60
Do. Do. ....	\$3½	\$2.80, sal. & buyers
Jebebu .....	\$5	\$4
New Balmoral .....	\$1	nominal
Do. Preference .....	\$1	30c., sellers
Oliver's Mines, A. ...	\$5	\$10, sellers
Do. B. ....	\$2½	\$3.10, sal. & buyers
Punjom .....	\$5	\$5½, sales
Do. Preference...	\$1	\$1.70, buyers
Raubs .....	14s. 10d.	\$35
New Amoy Dock .....	\$6½	\$14
Steamship Coy.—		
China and Manila...	\$50	\$80, sellers
China Mutual Ord...	£10	£9 10s., buyers
Do. Preference .....	£10	£5 10s.
Do. Do. ....	£5	£3
Douglas S. S. Co. ...	\$50	\$53½, sales
H., Canton and M....	\$15	\$25½, ex div. sales
Indo-China S. N.....	£10	\$56, buyers
Star Ferry .....	\$7½	\$3, buyers
Tebrau Planting Co. ...	\$5	\$5, sellers
Do. ....	\$2	\$3, sellers
United Asbestos .....	\$2	\$1.40, buyers
Do. ....	\$10	\$10, nominal
Wanchai Wareh'ise Co.	\$37½	\$41
Watson & Co., A. S....	\$10	\$11½, sal. & buyers

J. V. Y. VERNON, broker.

SHANGHAI, 1st August.—(From Messrs. J. P. Bisset & Co.'s Report).—The business done this week has been very small, which is largely caused by the extreme tightness of money. From to-day the Chartered Bank raises its rate of interest on loans from 6 to 8 per cent., and the Hongkong and Shanghai Bank will raise the rate of interest from 6 to 7 per cent. from the 1st September. Banks.—Hongkong and Shanghai Banking Corporation.—Small local sales were made at 210 and 211 per cent premium for cash, and a sale was made to Hongkong at 209. Shares are wanted at the close, chiefly for time. The London rate is £17.1.0. Marine Insurances.—No business is reported under this head. Fire



Insurance.—No business is reported in either stock. On account of a loss of \$50,000 through a fire at Kobe, China Fire Insurance shares are offering in Hongkong at \$98. Shipping.—Hongkong Canton, and Macao Steamboat shares have advanced in Hongkong to \$26.50 cash. Indo-China S. N. shares changed hands at Tls. 41.75 to Tls. 41 for cash, and shares are wanted at the close. Sugar Companies.—Perak Sugar Cultivation shares have been sold at Tls. 38, and are offering at the same price. Mining.—Sheridan C. Mining & M. shares were parted with at Tls. 2.25, but can now be placed on better terms. Dock, Wharves & Godowns.—There is no local business to report under this head. Boyd & Co. shares are offering at Tls. 185, but buyers hold off for lower rates. S. C. Farnham & Co. shares are enquired for at Tls. 170. Lands.—Shanghai Land Investment Co.—Shares have been in demand, and were placed at Tls. 84.50 and Tls. 87. There is an inclination to sell at the higher rate. Industrial.—Canton Mill shares have been out of favour, business being confined to Internationals at Tls. 100 for cash and for the 30th September. There are sellers of nearly all these stocks. Shanghai Rice Mill shares were placed at Tls. 25, and China Flour Mill shares at Tls. 52. Tugs and Cargo Boats.—The Shanghai and Co-operative Cargo Boat Companies will pay interim dividends of 6 per cent and 5 per cent respectively, on the 5th current. Shares are offering. Miscellaneous.—Shanghai Waterworks shares are offering at Tls. 291 ex div. Shanghai-Sumatra Tobacco shares were placed at Tls. 78 cash and Tls. 83 for delivery on the 30th November. Shanghai-Langkai Tobacco shares have been in more favour, and were placed at Tls. 205 to Tls. 215 cash. Loans.—Chinese Imperial Government Loan Bonds, issue E, can be procured at par. Shanghai & Hongkew Wharf 6 per cent Debentures were sold at Tls. 101. Other Debentures are offering.

Quotations are:—

#### BANKS.

Hongkong and Shanghai.—\$387.50.  
Bank of China and Japan, defd.—£5.5.0  
Do. ordinary.—Nominal.  
National Bank of China, Ltd.—\$17.25.

#### COTTON MILLS.

Ewo Cotton Spinning & W. Co., Ltd.—Tls. 99.00.  
Hongkong Cotton S. W. & D. Co.—20.00.  
International Cotton Man. Co., Ltd.—Tls. 99.00.  
Lao-kung-mow Cotton Co., Ltd.—Tls. 98.00.  
Soy Chee Cotton Spinning Co., Ltd.—Tls. 105.00.

#### DOCKS, WHARVES, &c.

Boyd & Co., Ltd., Founders.—Nominal.  
Boyd & Co., Limited.—Tls. 185.00.  
Hongkong & Kowloon Wharf Company.—\$60.  
Hongkong and Whampoa Dock Co., Ltd.—\$447.50.  
S. C. Farnham & Co.—Tls. 177.00.  
Shanghai Engineering S. & D. Co.—Tls. 85.00.  
Shanghai & Hongkew Wharf Co.—Tls. 120.00.

#### INSURANCES.

Canton Insurance Office, Ltd.—\$135.00.  
China Fire Insurance Co., Ltd.—\$99.  
China Traders' Insurance Co., Ltd.—\$62.75.  
Hongkong Fire Insurance Co., Ltd.—\$330.  
North China Insurance Co., Ltd.—Tls. 182.50.  
Straits Insurance Co., Ltd.—\$9.50.  
Union Insurance Society of Canton, Ltd.—\$220.  
Yangtze Insurance Assocn., Ltd.—\$130.

#### LANDS.

Hongkong Land Invest. & A. Co., Ltd.—\$714.  
Humphreys Estate and Finance Co., Ltd.—\$84.  
Shanghai Land Invest. Co., (fully pd.)—Tls. 87.00.

#### MINING.

Punjom Mining Co., Ltd.—\$6.00.  
Punjom Mining Co., Ltd., pref. shares.—\$1.60.  
Raub Australian Gold Mining Co., Ltd.—\$36.  
Sheridan Consolidated Co.—Tls. 2.25.

#### SHIPPING.

China-Mutual preference.—Tls. 72.50.  
Do. ordinary, £3 paid.—Tls. 22.50.  
Co-operative Cargo Boat Co.—Tls. 150.00.  
Douglas Steamship Co., Ltd.—\$59.  
Hongkong, Canton and Macao.—\$26.50.  
Indo-China Steam N. Co., Ltd.—Tls. 41.00.  
Shanghai Cargo Boat Co.—Tls. 165.00.  
Shanghai Tugboat Co., Ltd.—Tls. 205.00.  
Taku Tug & Lighter Co., Ltd.—Tls. 75.00.

#### SUGAR.

China Sugar Refining Co., Ltd.—\$172.50.  
Luzon Sugar Refining Co., Ltd.—\$39.  
Perak Sugar Cultivation Co., Ltd.—Tls. 38.00.

#### MISCELLANEOUS.

American Cigarette Co.—Tls. 90.00.  
Central Stores, Ltd.—\$10.00.  
China Flour Mills Co.—Tls. 52.00.  
Hall & Holtz, Ltd.—\$38.50.  
Llewellyn & Co., J., Limited.—\$61.00.  
Major Brothers, Limited.—Tls. 35.00.  
Shanghai Feather Cleaning Co.—Tls. 500.00.  
Shanghai Gas Co.—Tls. 211.00.

Shanghai Horse Bazaar Co., Ltd.—Tls. 68.0.  
Shanghai Ice Company—Tls. 112.00.  
Shanghai Langkat Tobacco Co., Ltd.—Tls. 215.00.  
Do. New Issue.—Nominal.  
Shanghai Rice Mills Co.—Tls. 25.00.  
Shanghai Sumatra Tobacco Co.—Tls. 78.00.  
Shanghai Waterworks Co., Ltd.—Tls. 294.00.  
Watson Cor. A. S., Limited.—\$11.50.

#### TONNAGE.

HONGKONG, 5th August.—Very little business has been done during the past fortnight. From Saigon to Hongkong, 14 cents per picul is offered for small prompt carries, to Kobe 31 cents. From Bangkok to this with downward cargo 23 and 28 cents per picul can be obtained; without downward cargo 21 and 26 cents per picul. Newchwang to Canton the rate is 26 cents per picul. Japan coal freights.—There is a limited demand for steamers to load for this port, owing to the large stock of coal already here. Charterers are only offering \$1.60 per ton, but so far no fixture has been effected at this figure. Sailing tonnage.—The American bark *Penobscot* has been chartered to load a cargo of hemp hence to New York. The British bark *Crown of Germany* and American bark *Adolf Obrig* have both been closed for New York.

There are nine disengaged vessels in port, registering 13,585 tons.

The following are the settlements:—

*Crown of Germany*—British bark, 2,154 tons, hence to New York, private terms.  
*Penobscot*—American brig, 1,067 tons, hence to New York, private terms.  
*Adolf Obrig*—American brig, 1,302 tons, hence to New York, private terms.  
*Wuotan*—German steamer, 1,201 tons, Karatsu to Hongkong, \$1.95 per ton.  
*Taurus*—Norwegian steamer, 1,410 tons, Moji to Singapore, \$2.75 per ton.  
*Unity*—Norwegian steamer, 1,013 tons, Mororan to Hongkong, \$2.54 per ton.  
An Indo-China N. Co.'s steamer, 2,000 tons, Mororan to Hongkong, \$2.50 per ton.  
*Siegfried*—German steamer, 909 tons, Newchwang to Amoy, 26 cents per picul; balance Chefoo to Amoy, 15 cents per picul.  
*Loyal*—German steamer, 1,237 tons, Hongay to Hongkong, \$1.90 per ton.  
*Donau*—German steamer, 1,201 tons, Saigon to Hongkong, 13½ cents per picul.  
*China*—German steamer, 1,271 tons, Saigon to Hongkong, 14 cents per picul.  
*Rio*—German steamer, 1,109 tons, Saigon to Hongkong, 14 cents per picul.  
*Wuotan*—German steamer, 1,201 tons, Saigon to Kobe, 31 cents per picul.  
*Paoting*—British steamer, 1,088 tons, Saigon to Hongkong, 31 cents per picul.  
*Independent*—German steamer, 1,040 tons, Bangkok to Hongkong, 29 and 24 cents per picul.  
*Hansa*—German steamer, 1,253 tons, Rangoon to Kobe, 52½ cents per picul.  
*Brand*—Norwegian steamer, 1,519 tons, Singapore to Hongkong, \$13.00.  
*Hansa*—German steamer, 1,253 tons, monthly, 3 months, private terms.  
*Wuotan*—German steamer, 1,201 tons, monthly, 2 months, \$5,000 per month.

#### VESSELS ON THE BERTH.

For LONDON.—*Japan* (str.), *Diomed* (str.), *Benledi* (str.), *Coromandel* (str.), *Kamakura Maru* (str.).  
For BREMEN.—*Prinz Heinrich* (str.).  
For MARSEILLES.—*Melbourne* (str.), *Kamakura Maru* (str.).  
For SAN FRANCISCO.—*Coptic* (str.), *Hawthornbank*, *Duchess Anne*.  
For VANCOUVER.—*Empress of China* (str.).  
For VICTORIA, B. C.—*Braemar* (str.), *Olympia* (str.).  
For TACOMA.—*Olympia* (str.).  
For SEATTLE.—*Kinsiu Maru* (str.).  
For NEW YORK.—*Fortuna* (str.), *Indrapura* (str.), *Sikh* (str.), *Prince Arthur*, *Foohong Suey*, *Crown of Germany*, *Emily F. Whitney*, *Muskoka*.  
For TRIESTE.—*Maria Valerie* (str.).  
For HAYRE AND HAMBURG.—*Erato* (str.).

#### SHIPPING.

##### ARRIVALS AND DEPARTURES SINCE LAST MAIL.

##### HONGKONG.

July—  
30, Plover, British gunboat, from Manila.  
30, Guthrie, British str., from Kobe.  
30, Benlomond, British str., from Rangoon.  
30, Fooksang, British str., from Cebu.  
30, Nord, Norwegian str., from Bangkok.  
30, Indravelli, British str., from Singapore.  
30, Oxus, British str., from Newchwang.

30, Formosa, British str., from Tamsui.  
30, Adolf Obrig, Amr. bark, from New York.  
30, St. James, Amr. bark, from New York.  
30, Asturia, German str., from Foochow.  
30, Chelydra, British str., from Calcutta.  
30, Hunan, British str., from Swatow.  
30, Loosok, British str., from Bangkok.  
30, P. C. C. Klao, British str., from Bangkok.  
30, Remus, German str., from New York.  
30, Sabine Rickmers, Brit. str., from Tamsui.  
31, Amara, British str., from Java.  
31, Chowfa, British str., from Bangkok.  
31, Fushun, Chinese str., from Canton.  
31, Haitan, British str., from Coast Ports.  
31, Hanoi, Chinese str., from Haiphong.  
31, Meefoo, Chinese str., from Shanghai.  
31, Olympia, British str., from Tacoma.  
31, Picciola, German str., from Yokohama.  
31, Progress, German str., from Chefoo.  
31, Unity, Norwegian str., from Moji.  
31, Yuensang, British str., from Cebu.  
31, Ancenis, British bark, from Manila.  
31, Celtic Bard, British ship, from Cardiff.  
31, Kistna, British ship, from Cardiff.  
31, Sendai Maru, Japanese str., from Amoy.

##### August—

1, Donar, German str., from Kutchinotzu.  
1, Hailan, French str., from Pakhoi.  
1, Hermes, Norwegian str., from Iloilo.  
1, Loongmoon, German str., from Shanghai.  
1, Riusu Maru, Jap. str., from Tamsui.  
1, Sumiyoshi Maru, Jap. str., from Newchwang.  
1, Zweena, British str., from Samarang.  
1, Bardeur, H.M. battleship, from Weihaiwei.  
1, Gov. Robie, Amr. ship, from New York.  
1, Zafiro, U.S. des. ves., from Manila.  
1, Inaba Maru, Japanese str., from Kobe.  
1, Idzumi Maru, Japanese str., from Bombay.  
1, Sishan, British str., from Saigon.  
2, Salazie, French str., from Marseilles.  
2, Hailoong, British str., from Tamsui.  
2, Tantalus, British str., from Shanghai.  
2, Empress of China, Brit. str., from Vancouver.  
2, Siegfried, German str., from Moji.  
2, Chiyuen, Chinese str., from Canton.  
2, Wingsang, British str., from Canton.  
2, Fortuna, Norwegian str., from Amoy.  
2, Hainan, German str., from Chefoo.  
2, Taiwan Maru, Japanese str., from Moji.  
2, Tetartos, German str., from Kutchinotzu.  
2, Suevia, German str., from Hamburg.  
3, Chingwo, British str., for Shanghai.  
3, Rohilla, British str., from Yokohama.  
3, Choysang, British str., from Shanghai.  
3, Nanchang, British str., from Iloilo.  
3, Rio, German str., from Saigon.  
3, Toonan, Chinese str., from Shanghai.  
3, Propontis, British str., from Saigon.  
4, Coptic, British str., from San Francisco.  
4, Triumph, German str., from Appari.  
4, Progress, German str., from Canton.  
4, Trym, Norwegian str., from Newchwang.  
4, Coromandel, British str., from Shanghai.  
4, Meefoo, Chinese str., from Canton.  
4, Frejr, Danish str., from Pakhoi.  
5, Cheangchow, British str., from Singapore.  
5, Chusan, British str., from Bombay.

##### July—

##### DEPARTURES.

30, Peiyang, German str., for Shanghai.  
30, Argyll, British str., for Bangkok.  
30, Decima, German str., for Saigon.  
30, Chingtu, British str., for Yokohama.  
30, Wuotan, German str., for Saigon.  
30, Oceanien, French str., for Europe, &c.  
30, Carmarthenshire, Brit. str., for Nagasaki.  
30, Frejr, Danish str., for Hoihow.  
30, Haimun, British str., for Swatow.  
30, Hoihow, British str., for Yokohama.  
30, Knight Templar, British str., for Calcutta.  
30, Prinz Heinrich, German str., for Shanghai.  
30, Prosper, Norw. str., for Port Wallut.  
30, Shantung, British str., for Sourabaya.  
30, Taksang, British str., for Shanghai.  
30, Yamashiro Maru, Jap. str., for Australia.  
31, Benlomond, British str., for Yokohama.  
31, Ebani, British str., for Shanghai.  
31, Indravelli, British str., for Shanghai.  
31, Mazagon, British str., for London.  
31, Mongkut, British str., for Saigon.  
31, Oopack, British str., for Amoy.  
31, Pathan, British str., for Singapore.  
31, Quarta, German str., for Samarang.  
31, Taille, German str., for Tientsin.  
31, Vale of Doon, British bark, for Tacoma.

##### August—

1, Machew, British str., for Swatow.  
1, Meefoo, Chinese str., for Canton.



2, Arcadia, German str., for Yokohama.  
 2, Bygdo, Norwegian str., for Lagaspi.  
 2, Asphodel, British str., for Iloilo.  
 2, Benvenue, British str., for Rangoon.  
 2, Fushun, Chinese str., for Shanghai.  
 2, Haitan, British str., for Swatow.  
 2, Kwongsang, British str., for Hongay.  
 2, Pakling, British str., for London.  
 2, Phra Nang, British str., for Bangkok.  
 2, Remus, German str., for Shanghai.  
 2, Sabine Rickmers, British str., for Koeti.  
 2, Salazie, French str., for Shanghai.  
 2, Loongmoon, German str., for Canton.  
 3, Tantalus, British str., for London.  
 3, Formosa, British str., for Amoy.  
 3, Hailan, French str., for Hoihow.  
 3, Inaba Maru, Jap. str., for Singapore.  
 3, Zafiro, U.S. des. ves., for Manila.  
 3, Choysang, British str., for Canton.  
 3, Devawongse, British str., for Baugkok.  
 3, Fooksang, British str., for Foochow.  
 3, Hanoi, French str., for Hoihow.  
 3, Hikosan Maru, Jap. str., for Kobe.  
 3, Wingsang, British str., for Swatow.  
 4, Guthrie, British str., for Australia.  
 4, Nord, Norwegian str., for Bangkok.  
 4, Sumiyoshi Maru, Jap. str., for Canton.  
 4, Toonan, Chinese str., for Canton.  
 5, Chiyuan, Chinese str., for Ningpo.  
 5, Asturia, German str., for Hamburg.  
 5, Fortuna, Norwegian str., for New York.  
 5, Glengyle, British str., for San Francisco.  
 5, Yiksang, British str., for Cebu.  
 5, Chingwo, British str., for Batavia.  
 5, Hansa, German str., for Rangoon.  
 5, Idzumi Maru, Japanese str., for Kobe.  
 5, Trym, Norwegian str., for Canton.

## PASSENGER LIST.

## ARRIVED.

Per *Olympia*, from Tacoma, Mr. C. F. Kuhn.  
 Per *Sabine Rickmers*, from Tamsui, Captain Sachse.

Per *Chelydra*, from Calcutta, &c., Surgeon-Lieut. Forrest, and Mr. J. Milne.

Per *Haitan*, from Coast Ports, Mr. G. L. Duncan, Mrs. Eldreger, Mr. and Mrs. Munro.

Per *Loongmoon*, from Shanghai, Mrs. J. Jacob, Capt. Rasmussen, and Mr. J. Sper.

Per *Hailoong*, from Tamsui, &c., Miss Mackenzie, Messrs. Bunge and T. T. Seah.

Per *Empress of China*, from Vancouver, &c., Messrs. J. H. Stewart-Lockhart, B. Baldwin, and C. C. Hochappel, Rev. F. Flynn, Mr. and Mrs. W. Powell, Mr. L. F. M. Dumont, Col. the O'Gorman, Lieut. and Mrs. Bagnall Wild, Mr. D. Earnshaw, Mrs. Isaacs, Mr. and Mrs. Hawkins, Messrs. J. F. C. Edwards and A. Bannerman, Mr. and Mrs. de la Poor, Messrs. H. Schwer and H. E. Abdoola, Mrs. Frampton, Mrs. Malher, Messrs. Tyndale-Lea, A. B. Smith, and W. F. Lawson.

Per *Salazie*, for Hongkong from Singapore, Messrs. Harrison, Hitter, Roth, Jose Saller, Konishi, Ashida, Meerkamp, P. Meerkamp, Mr. and Mrs. Ellis and infant; from Saigon, Mr. Ong Ka Tong; for Shanghai from Marseilles, Messrs. Voulemier, de Bretenil, Leprince, Binon, and Tavares; from Singapore, Mrs. Paul and infant; from Saigon, Mr. Ruffier; for Nagasaki from Marseilles, Mr. Artemieff; from Colombo, Mr. and Mrs. Kaphme, Mr. and Mrs. Uchida and infant; for Kobe from Marseilles, Mr. Romeo Delorvine; from Colombo, Mr. Osakima; for Yokohama from Marseilles, Messrs. Repenin and Watelet; from Singapore, Mr. Kato; from Saigon, Mr. and Mrs. Larne, Messrs. Hartog and Prosper Lepay.

Per *Rohilla*, from Yokohama, for London, Messrs. O. Tetley and F. Kato; for Hongkong, Miss Watkins, Messrs. Tsang Siu Wing, J. Mullon and Sergeant Cronin; from Kobe, for Hongkong, Capt. W. Morars and Mr. A. de Ojinaga; from Nagasaki, Mr. K. Yoshimitsu; for Sydney, from Kobe, Mr. L. Carnegie; for Singapore, from Nagasaki, Mr. F. Hardy.

Per *Coptic*, from San Francisco, &c., Mrs. E. S. Joseph, Mrs. Nellie Beatty and child, Misses Brooksbank, F. Lynwood, Mr. and Mrs. Hubert Vos, Mr. and Mrs. C. Holliday, Messrs. J. B. Stiven, and A. Imhoff and 217 Chinese.

## DEPARTED.

Per *Oceanien*, from Hongkong for Saigon, Mr. M. de Thevenard and Mrs. Phan Thi Dinh; for Singapore, Mr. and Mrs. Yung, Miss B. McClay and Mr. R. F. Fornaris; for Marseilles, Mr. and Mrs. d'Agostini, Messrs. E. Stadlin

and E. Kuhnunch; for Saigon from Shanghai, Mr. Boutier; from Yokohama, Messrs. Carrere, Vinson, and Bordenueve; for Singapore from Shanghai, Mr. Harvey; from Kobe, Messrs. Yoshida, Hakchizume, Mazano, Konishi, and Mrs. Soovoyama Ohatsu; for Colombo from Yokohama, Mr. Mallik; for Marseilles from Shanghai, Messrs. W. Southcott, de Haas, Posenti, Goshua Heap, P. Smal, J. J. Kermaru, J. L. L'henoret, Le Lopin, and Isgarischoff; from Yokohama, Mr. Nagasaki; from Nagasaki, Mr. C. Delorme, Mr. and Mrs. Hankorsky and child.

Per *Chingtu*, for Yokohama, Messrs. R. R. Reid, R. Henderson, and J. H. R. Hance.

Per *Prinz Heinrich*, for Shanghai from Bremen, Messrs. O. Hoppe, C. Seiser, H. Wagner, P. Gruslenke, and M. Laener; from Southampton, Messrs. T. S. Nazer and W. Ellis; from Genoa, Mr. and Mrs. Anz and children, Messrs. R. Braumuller, v. Konigslow, Cremer, Krause, Knopff, Grunewald, Castendyk, H. Haesloop, Nottmeyer, H. E. Krol, O. Mietzschke, H. Campmeier, and A. Steinmetz; from Naples, Mr. and Mrs. Weiler; and Mr. D. Magens; from Colombo, Miss Fowler.

Per *Hohenzollern*, for Yokohama from Genoa, Messrs. Ph. Goed Roop and E. Luthy; from Singapore, Mr. J. Mera; from Hongkong Mr. K. Yamasaki and Mr. S. Yoshida; for Hiogo from Genoa, Messrs. A. Schroeder and H. Temme; from Hongkong, Mrs. Richardson and 2 children; for Nagasaki from Port Said, Mr. Elzoff.

Per *Salazie*, from Hongkong for Shanghai, Mr. H. S. Cooke, Miss F. da Silva, Miss M. Machado, and Mr. Ng Wah; for Nagasaki, Mrs. K. More; for Kobe, Mr. Wo Cheong; for Yokohama, Surgeon-Captain Pyrmie, Messrs. R. A. de Toledo and Hardy, Mrs. M. A. Duggan and 2 children, Mr. Wm. Blaynay, Mrs. Ackers, and Miss Ackers.

Per *Inaba Maru*, for London from Hongkong, Capt. C. Bull, Messrs. E. D. Patey, W. Machell, A. Wilson, H. Spear, and J. Danneman; from Japan, Miss K. Newton, Messrs. Kurebayashi and Tomita.

Per *Hanoi*, for Hoihow, Mr. Genevois, Mr. and Mrs. O'Brien Butler.

Per *Guthrie*, for Port Darwin, Mr. Dunlop.

## SHIPPING IN PORT.

## HONGKONG.

## STEAMERS.

Amara, British steamer, 1,566, Rolfe, July 31, Jardine, Matheson & Co  
 Butuan, Spanish str., 328, Madriago, Feb. 15, Brandao & Co  
 Cheangchow, British str., 1,215, Webb, Aug. 5, Chinese  
 Chelydra, British str., 1,574, Davis, July 30, Jardine, Matheson & Co  
 China, German str., 1,275, Schipper, July 28, Siemssen & Co  
 Chiyoda Maru, Jap. str., 1,445, Yokohama, July 26, Chinese  
 Chowfa, Brit. str., 1,055, Williamson, July 31, Yuen Fat Hong  
 Chunsang, British str., 1,418, Butler, July 28, Jardine, Matheson & Co  
 Chusan, British steamer, 2,852, Street, Aug. 5, P. & O. S. N. Co  
 Chusan, German steamer, 624, Wendt, July 25, Melchers & Co  
 Coptic, British steamer, 2,744, Sealby, Aug. 4, O. & O. S. S. Co  
 Coromandel, British str., 2,783, Tillard, Aug. 4, P. & O. S. N. Co  
 Donar, German str., 1,201, R. Ahrens, Aug. 1, Chinese  
 Empress of China, British str., 3,003, Archibald, Aug. 2, C. P. R. Co  
 Frejr, Danish steamer, 395, Funder, Aug. 4, A. R. Marty  
 Hailoong, British str., 783, Robson, Aug. 2, Douglas Lapraik & Co  
 Hainan, German str., 749, Clausen, Aug. 2, Siemssen & Co  
 Hermes, Norwegian str., 849, Jensen, Aug. 1, Jardine, Matheson & Co  
 Hinsang, British str., 1,513, Crockett, July 30, Jardine, Matheson & Co  
 Hunan, British steamer, 1,153, Frazier, July 30, Butterfield & Swire  
 Isidoro Pons, Spanish str., 525, Roses, April 14, Order

Kinai Maru, Japanese str., 1,299, Ihara, July 21, Japanese  
 Kinshiu Maru, Jap. str., 2,459, Brown, July 29, Nippon Yusen Kaisha  
 Loosok, British str., 1,020, Jackson, July 30, Yuen Fat Hong  
 Meifoo, Chinese str., 1,284, Frigast, July 31, C. M. S. N. Co  
 Nanchang, British str., 1,063, Finlayson, Aug. 3, Butterfield & Swire  
 Olympia, British str., 1,691, Dobson, July 31, Dodwell, Carlill & Co  
 Onsang, British str., 1,787, Young, July 29, Jardine, Matheson & Co  
 Oxus, British steamer, 569, Rowland, July 30, Sander, Wieler & Co  
 Phra C. C. Klao, Brit. str., 1,012, Pigot, July 30, Yuen Fat Hong  
 Piccola, German steamer, 845, E. Hass, July 26, Siemssen & Co  
 Powan, British str., 1,842, A. N. Patrick, H. C. & M. Steamboat Co., for Canton  
 Progress, German str., 668, Brandt, July 31, Siemssen & Co  
 Propontis, British str., 1,390, R. Crawford, Aug. 3, Chinese  
 Rio, German str., 1,109, Christensen, Aug. 3, Chinese  
 Riusu Maru, Jap. str., 744, Sagamoto, Aug. 1, Chinese  
 Rohilla, British str., 2,216, Lockyer, Aug. 3, P. & O. S. N. Co  
 Sendai Maru, Japanese str., 1,064, Olsen, Aug. 1, Nippon Yusen Kaisha  
 Siegfried, German str., 908, Schulz, Aug. 2, Meyer & Co  
 Sinkai Japanese str., 264, Veerdmann, July 6, Sander, Wieler & Co  
 Sishan, British steamer, 845, Holton, Aug. 1, Bradley & Co  
 Suevia, German steamer, 0,660, Foreck, Aug. 2, Siemssen & Co  
 Taiwan Maru, Jap. str., 3,354, Yoshiwara, Aug. 2, Order  
 Talisman, Norw. str., 1,178, Berg, July 14, Order  
 Tetartos, German str., 1,812, Cornelsen, Aug. 2, Siemssen & Co  
 Thales, British str., 828, Bathurst, July 26, Douglas Lapraik & Co  
 Triumph, German str., 675, Rieke, Aug. 4, Jebson & Co  
 Unity, Norwegian str., 929, Hansen, July 31, Order  
 Yuensang, British str., 1,106, Kynoch, July 31, Jardine, Matheson & Co  
 Zweena, British steamer, 941, Nisbet, Aug. 1, Order

## SAILING VESSELS.

Adolf Oberg, Amr. bark, 1,302, Armstrong, July 30, Standard Oil Co  
 Ancenis, British bark, Robbins, July 31, Shewan, Tomes & Co  
 Celtic Bard, British ship, 1,795, Jones, July 31, Order  
 Crown of Germany, British ship, 2,154, McIlpaine, July 9, H. Skott & Co  
 Duchesse Anne, French ship, 1,114, Cervony, June 23, Carlowitz & Co  
 Foohing Suey, Hawaiian bark, 890, Willett, July 20, Siemssen & Co  
 Gov. Robie, American ship, Colcord, Aug. 1, Standard Oil Co  
 Hawthorn Bank, British bark, 1,288, Greig, May 20, Standard Oil Co  
 J. V. Troop, Amr. ship, 1,200, Beveridge, July 23, Master  
 Kelat, British ship, 1,822, Hughes, June 23, Standard Oil Co  
 Kistna, British ship, 2,149, Smith, July 31, Jardine, Matheson & Co  
 Mary L. Cushing, Amr. ship, 1,575, Pendleton, June 8, Order  
 Muskoka, British 4-m. bark, 2,259, Crowe, June 21, Order  
 Penobscot, Amr. bark, 1,067, McCaulder, June 29, Dodwell, Carlill & Co  
 Prince Arthur, Norw. bark, 1,598, Olsen, July 3, Order  
 St. James, Amr. bark, 1,453, Tapley, July 30, Standard Oil Co  
 State of Maine, Amr. ship, 1,467, Curtis, May 12, Standard Oil Co

Printed and Published by D. WARREN SMITH, at 29, Wyndham Street, Victoria, Hongkong